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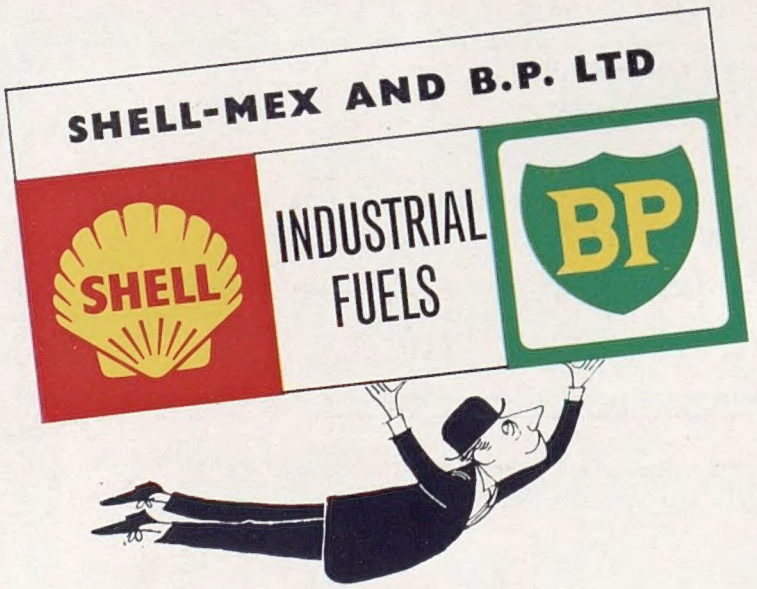

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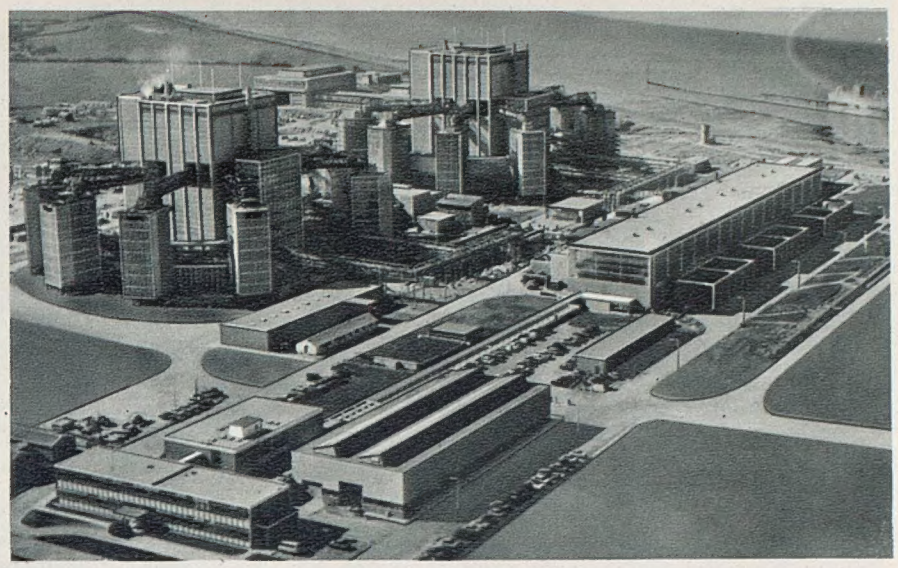

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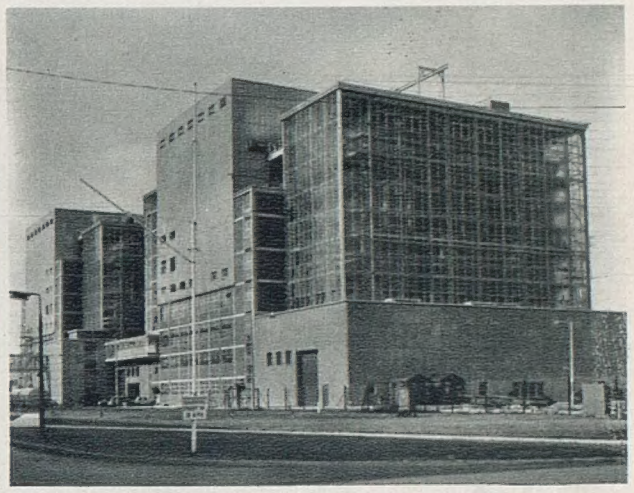

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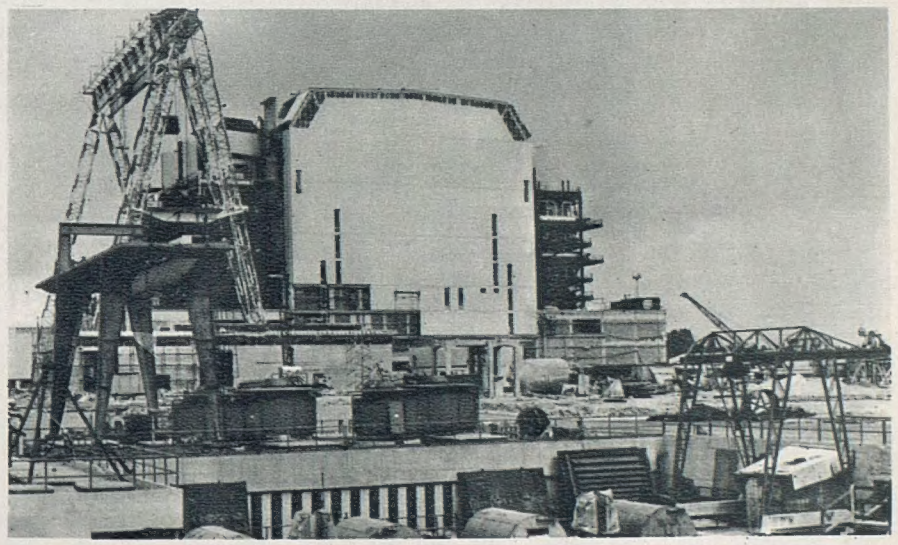

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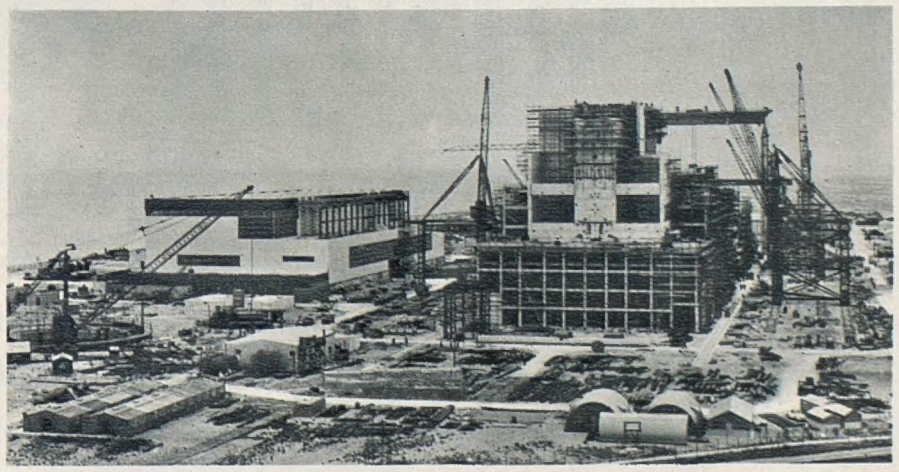

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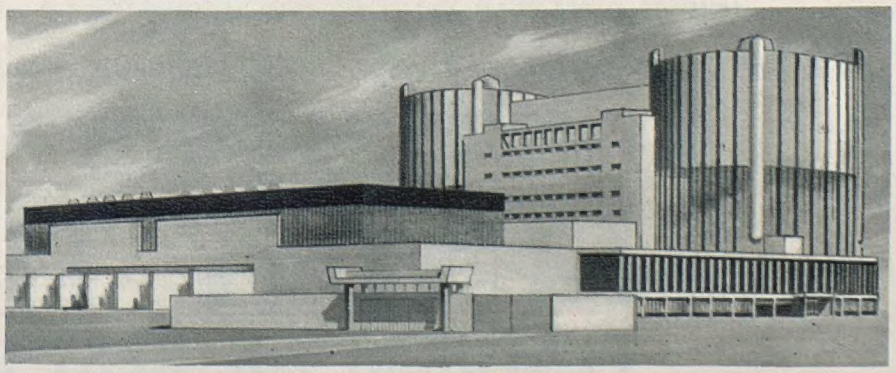

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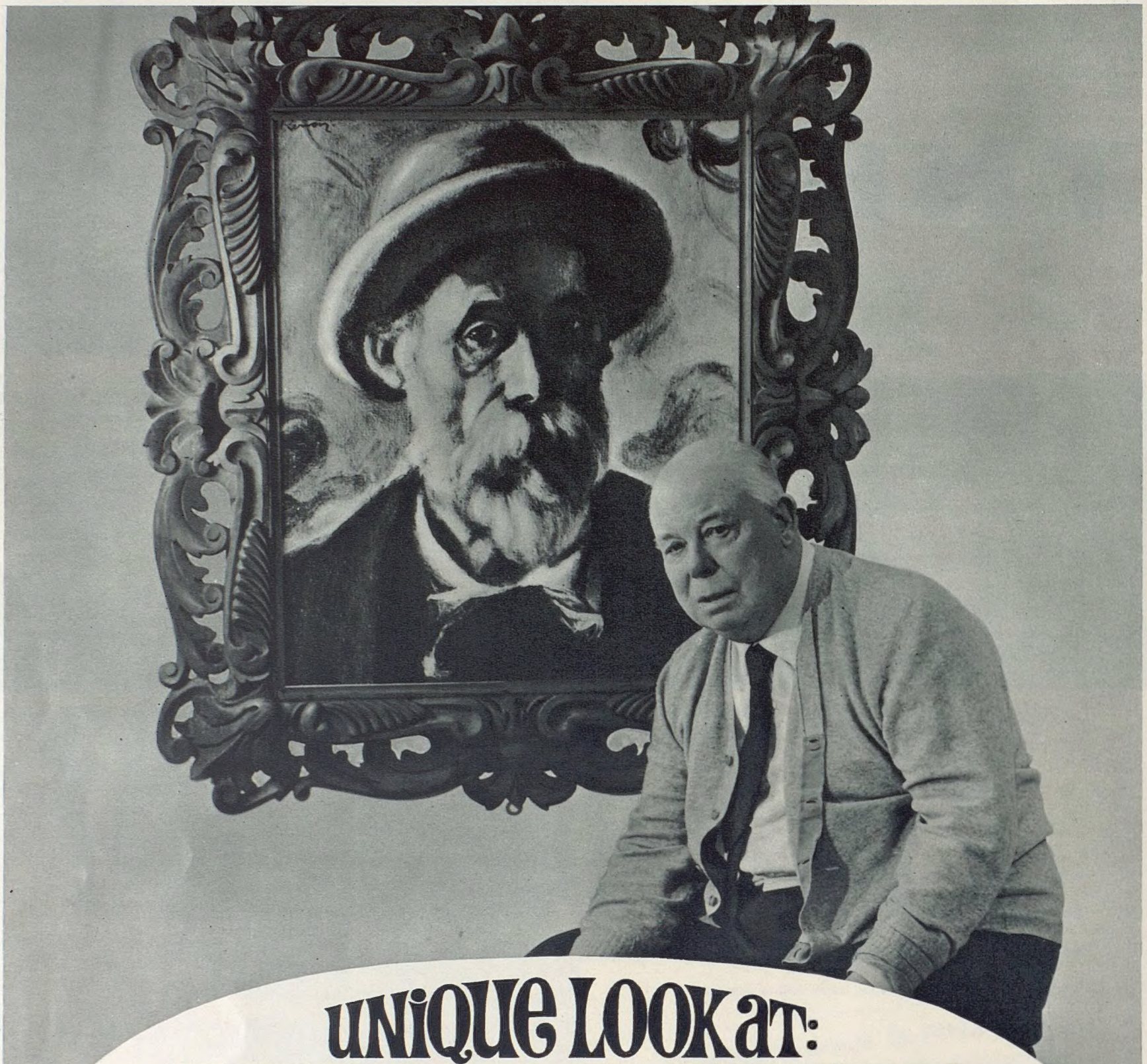

unique look at: 'RENOIR, MY FATHER'

BY JEAN RENOIR

Jean Renoir is world famous as a film director. Now he has turned biographer, and it is his own father he brings into focus—giving us a unique and privileged view of the great Impressionist. In a long satisfying life, Renoir completed more than 6,000 works. Canvases bearing witness to the charms of his misty, soft-coloured style hang in the most exalted places—from Buckingham Palace to the Louvre. Jean Renoir's book tells us more than we have ever learned before of his father's view of life. The most important and revealing passages make fascinating reading in the Sunday Telegraph this week.

COMING SOON: Later features to be published in this series include "To Katanga and back" by Conor Cruise O'Brien.

SUNDAY TELEGRAPH

FEATURES THE BEST IN SUNDAY READING

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Volume CCLI No. 3253

THE SPHERE

LONDON, October 6, 1962

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With which are incorporated *The Graphic* and *Black & White*

AFTER THE SPANISH FLOODS

Rescuers dig for victims in the wreckage of buildings washed away in floods in the Spanish textile town of Tarrasa. The floods, which covered an area of 300 square miles in Barcelona province, were caused by the overflowing of the Rivers Besos, Arena and Llobregat after several hours of torrential rain, accompanied by winds of hurricane force. People, animals, houses and crops were washed away in the flood, and many textile factories were destroyed. On Friday of last week, the death-roll stood at nearly 500, with many more injured or homeless. Emergency measures to relieve the suffering were put into force, but rescue operations were hampered by rain, and some areas were cut off by flood waters. Captain-General Munoz Grandes, the Deputy Prime Minister, and other Ministers, toured the devastated area. A national subscription was opened, and aid was received from many sources, including Britain. Heavy storms and floods were also reported from other parts of Spain, and from Majorca, after one of the worst droughts for many years

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NEWS SUMMARY

Labour's stand on the Common Market; the crisis in Mississippi; Russia's port in Cuba; Algeria's first government; preventive detention in Tanganyika; Russia embarrasses Yugoslavia

GREAT BRITAIN

Two events due this week highlight the profound controversy raging over the course of Britain's economic future—the threatened rail strike on Wednesday, and on the same day, in **Brighton,** the Labour Party Conference debate on the Common Market. While Mr. Heath, the Lord Privy Seal, travelled last weekend to Cadenabbia on Lake Como for talks with Dr. Adenauer, the West German Chancellor, following his discussions on the Common Market in Bonn and Rome, the National Executive Committee of the Labour Party issued a long statement setting forth the Party's position on Britain and the E.E.C.

In New Orleans outside the Federal Courts building, Mr. James Meredith is flanked by his attorneys, Mrs. Constance Motley and Mr. Jack Greenberg

Broadly, the statement follows Mr. Gaitskell's recent broadcast, but was claimed in some quarters to represent a "move back towards the non-committal position." Chief plank of the Labour argument was that Britain should get better terms before entering the E.E.C.; specifically that negotiations with the Six on world commodity agreements and special arrangements for New Zealand, India, Pakistan and Ceylon, should start now and that until these have yielded satisfactory arrangements, the present system of Commonwealth preferences should remain. On Monday, Mr. Harold Wilson, the Labour Party chairman, opening the conference, strongly reiterated the Party's demand that if the terms negotiated for Britain's entry into the E.E.C. proved unacceptable to the Opposition, there should be an immediate General Election.

Dr. Beeching, chairman of the Transport Commission, cut short his Italian holiday last weekend to return to **London,** but it was not considered that he would be able to avert the one-day national rail strike called for last Wednesday. But last Sunday, leaders of London's busmen decided against holding a one-day strike in sympathy. Nevertheless, special traffic and travelling arrangements were being made in attempts to alleviate the chaos of a rail strike. Briefly, the dispute concerned the method of announcement of the Transport Commission that over the next four years twelve of twenty-nine major workshops were to be closed, with a labour force reduction of 18,000, at least. The closures are due to modernisation following the changeover from steam to diesel and electric.

THE UNITED STATES

With the showdown in **Oxford,** Mississippi, last weekend, President Kennedy had a full-scale crisis on his hands. In some quarters the refusal of the Governor of Mississippi, Mr. Ross Barnett, to permit the admission of a Negro student, Mr. James Meredith, to the University of Mississippi, in Oxford, was represented as the last stand of the Deep South on State Rights *v.* Federal Rights. The crisis went back to the 1954 decision by the U.S. Supreme Court that education should be equally available to whites and Negroes. Mississippi has been one of the last strongholds of segregation. Last week, the U.S. Court of Appeals, in **New Orleans,** found Governor Barnett in contempt and gave him until last Tuesday to admit Mr. Meredith. But before that date, President Kennedy decided to intervene. He ordered Mississippi's 11,500-strong National Guard into Federal service just before broadcasting to the nation on the crisis. Later, Mr. Meredith was landed at Oxford by plane and entered the university after Federal Marshals had suddenly seized control of the campus. As it was Sunday he was not allowed to enrol, but spent the night in the university. Outside, the Federal Marshals dispersed rioting students with tear-gas. Before Governor Barnett's intervention, the university authorities had agreed to admit Mr. Meredith.

CUBA

It was announced in **Havana** last week that the Soviet Union and Cuba plan to build a Cuban port as a headquarters for a joint Russian-Cuban Atlantic fishing fleet. The port would be mostly financed by the Soviet Union and would be used by Soviet vessels. Although the U.S. State Department in Washington made little comment on the move, there was a great deal of pressure on the U.S. Administration. American attempts to get Nato countries to avoid Cuban ports has met with little success.

ALGERIA

After three months of confused political manœuvrings, during which the country seemed several times on the brink of civil conflict, the Constituent Assembly in **Algiers** invested Algeria's first Government by 159 votes to 1, with 19 abstentions. The Prime Minister, M. Ben Bella, was due to fly to New York this week to attend Algerian admission to the United Nations. The Army is well represented in his Cabinet. Their leader, Colonel Boumedienne, is Minister of Defence. Previously the Assembly had elected M. Ferhat Abbas, the former leader of the National Liberation Front (F.L.N.), as President of the Chamber.

PAKISTAN

President Ayub Khan returned to **Karachi** from North America to deliver a sharp attack on Mr. Suhrawardy, the former Prime Minister. Whenever there was any disruption, said the President, Mr. Suhrawardy would be in the lead. While President Ayub had been away, Mr. Suhrawardy, with leaders of most of the main political parties in Pakistan, had set up a National Front demanding a parliamentary system and elections at all levels. Mr. Suhrawardy, who was recently released from detention, is disqualified from holding any elective office, or becoming a member of a political party. (See also *The Voice of the Commonwealth* on page 18.)

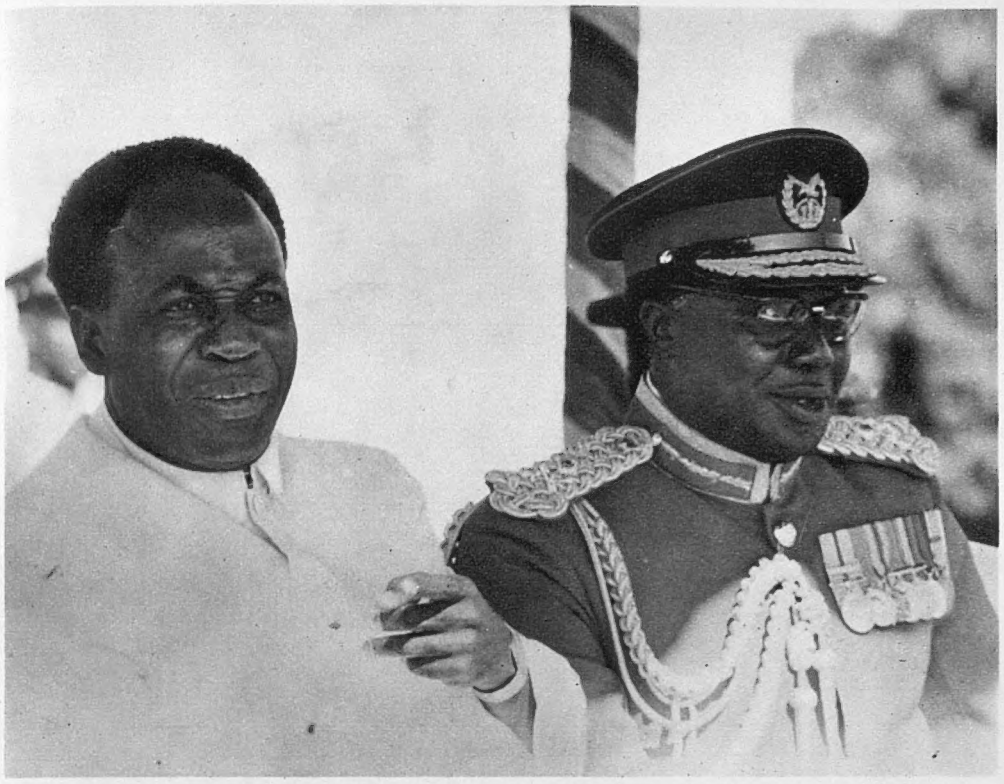
AFRICA

Mr. Nkomo, leader of the banned Southern Rhodesian African Nationalist Party, Zapu, arrived in Tanganyika instead of returning, as was expected, to **Salisbury,** where he faces detention. In **Dar-es-Salaam** Mr. Nkomo denied that he would set up a Government-in-Exile there, and, after considering a visit to Britain and the U.N., said he would definitely be going back to Southern Rhodesia. Meanwhile, Southern Rhodesian police announced that since the ban on Zapu over 1,000 Africans had been arrested.

In Tanganyika, the National Assembly passed, without dissent, a Preventive Detention Act under which any person considered to threaten the security of the State could be detained indefinitely without trial. Dr. Nyerere, leader of the ruling party, Tanu, said that the Government had been forced to pass the Act because forces were trying to overthrow the Government by unconstitutional means.

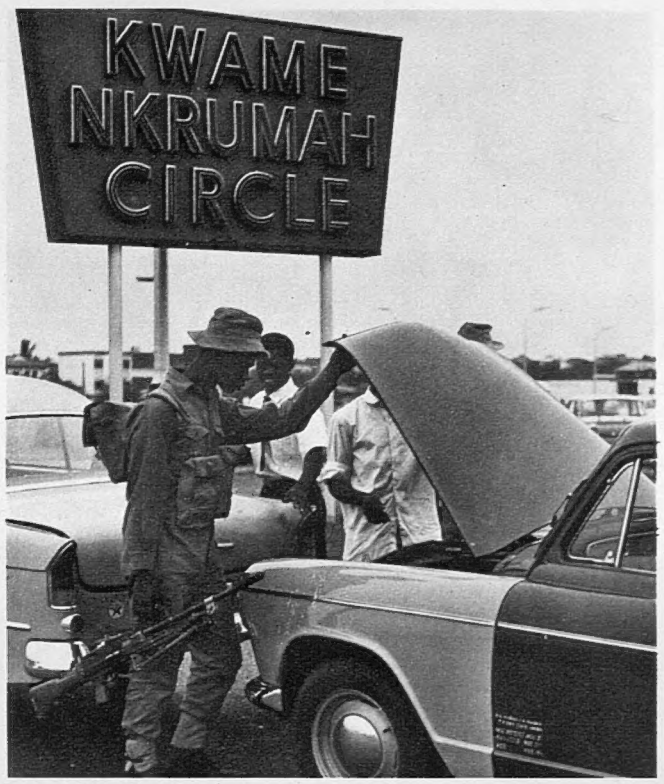
YUGOSLAVIA

The non-controversial note on which President Brezhnev of Russia began his State visit last week was not maintained when he visited **Split.** He chose the occasion to deliver a violent tirade against America. This irritated and embarrassed the Yugoslavs, especially in view of reports that the U.S.A. is considering revising trade arrangements with Yugoslavia. At present Yugoslavia enjoys most-favoured-nation treatment under an agreement made between the U.S.A. and the Kingdom of Serbia eighty years ago.



THE GHANAIAN PRESIDENT AND CHIEF OF THE DEFENCE STAFF

President Nkrumah of Ghana and Major-General Otu, Chief of the Defence Staff, at a ceremonial parade of the Ghana Military Academy at Teshi, near Accra. President Nkrumah's appearance dispelled rumours that he had been assassinated



THE SEARCH FOR ARMS IN ACCRA

Above right: Soldiers search for arms in Kwame Nkrumah Circle, Accra, after explosions in which fifteen people were killed and many injured. Last week Accra was still under a 6.30 p.m. to 6.30 a.m. curfew, and Press censorship was imposed

THE NEWS IN PICTURES

AT THE OPENING OF PARLIAMENT IN OTTAWA

BOUND FOR YEMEN

Far left: The Canadian Governor-General, Georges Vanier, reads the speech from the throne at the opening of Parliament in Ottawa. Left is Mr. Diefenbaker, the Prime Minister, whose Conservative Party emerged from elections in June with a minority in the Commons. His Government seemed likely to survive for a little while, however, because the three opposition parties failed to join forces to bring it down

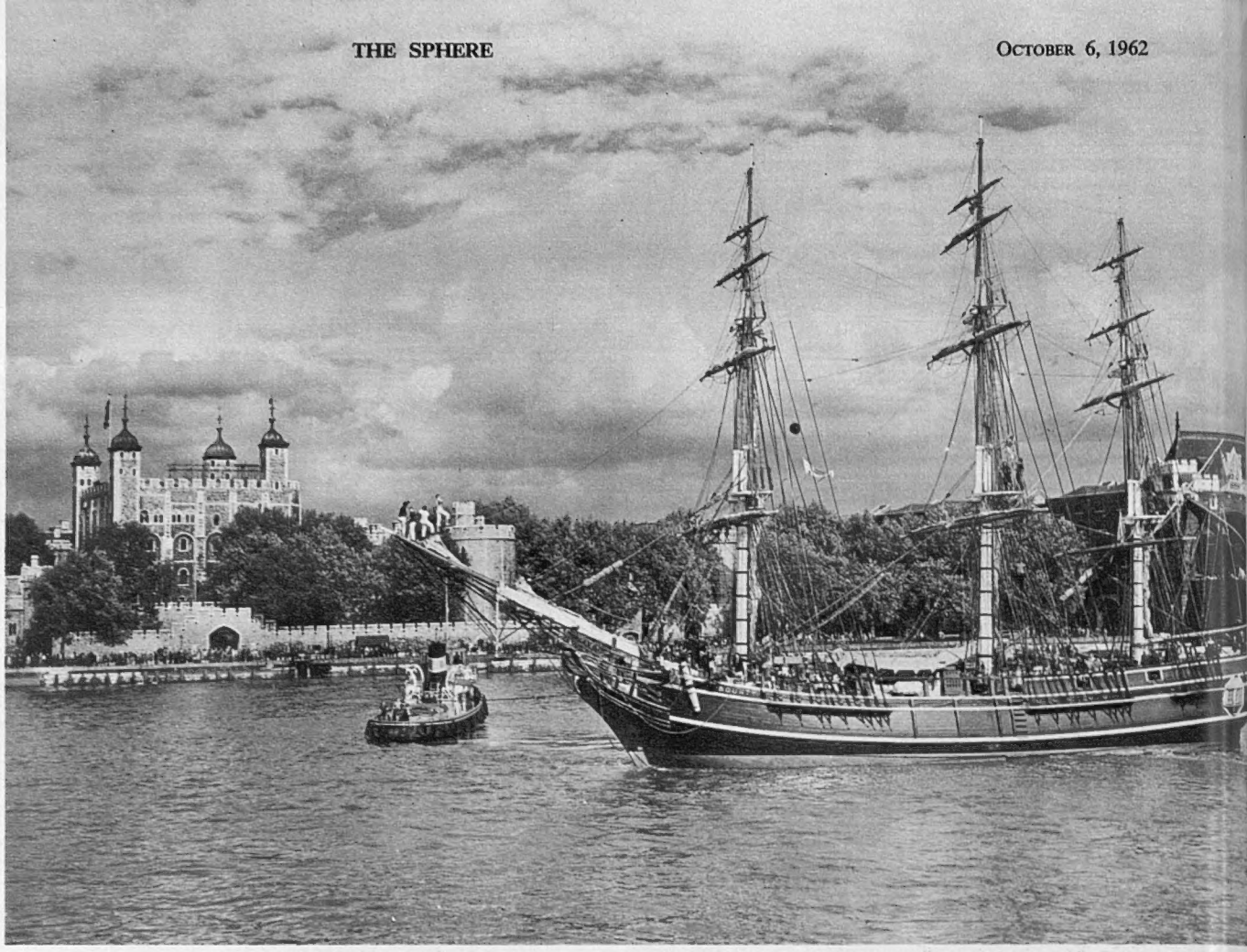
Prince Hassan, the heir to the throne of Yemen, is seen at London Airport on his way to Yemen to establish himself as the new Imam. Last week the previous Imam, who had been on the throne for only a week, was reported killed by rebels in his palace in Sanaa. The rebel radio announced that a Republic had been set up, and a Foreign Minister appeared soon after in Cairo. Reports that tribes were marching on Sanaa in a counter-revolutionary bid were discounted by the radio station. (See also John Connell, page 12)

WASHED OUT IN GREECE

LONDON'S NEXT LORD MAYOR

Far left: Men of the R.A.F. salvage their belongings from inundated tents near the airfield at Larissa, in Greece. They were taking part in the Nato Exercise Falltrap. Torrential rain had washed out their camp and caused the postponement of a drop by Britain's 16 Parachute Brigade. Later improved weather allowed the paratroops' drop to be made in Macedonia

After his election as the next Lord Mayor of London, Sir Ralph Perring (right) stands outside Guildhall with the outgoing Lord Mayor, Sir Frederick Hoare. Sir Ralph will take office next month. Aged 57, he is an Alderman of the City, chairman and joint managing director of John Perring Ltd., a furnishing firm



REPLICA OF THE *BOUNTY* ARRIVES IN THE POOL OF LONDON

The 480-ton replica of Captain Bligh's famous square-rigged *Bounty* is towed into the Pool of London, with the Tower of London in the background. She was sailed across the Atlantic for a week-long stay and arrived last week. The replica was built by M.-G.-M. for their new film of *Mutiny on the Bounty*, which has its charity premiere at the Royalty Theatre, London, on November 19. Original blueprints from the Admiralty were used in the reconstruction of Captain Bligh's ship. She has 10,000 square feet of canvas

KING OLAV OF NORWAY ON A STATE VISIT TO FRANCE

Below right: King Olav V of Norway, in uniform, drives with President de Gaulle through the streets of Paris at the start of a three-day State visit to France. After a forty-minute *tête-à-tête* at the Elysée, the only private talk of the visit, the French President bestowed on the King the Military Medal, France's highest military award. The King gave the President the Grand Cross of the Royal Order of St. Olave. It was King Olav's first State visit outside the Nordic countries since he succeeded to the throne five years ago

MR. MENZIES AND PRESIDENT KENNEDY

Far right: Mr. Menzies, the Australian Prime Minister, talks to President Kennedy in Washington. The Australian leader went to the U.S.A. after the conclusion of the Commonwealth Prime Ministers' Conference in London. In Washington he also had talks with Mr. Ball, the Under-Secretary of State, to whom he made a request that the U.S.A. should work for international commodity agreements to give stability and reasonable prices to exporters. (For post-conference movements of other Commonwealth leaders see page 18)

WEATHERLY SUCCESSFULLY DEFENDS THE AMERICA'S CUP AGAINST *GRETEL*

Members of the American yacht *Weatherly* toast their victory over the Australian challenger for the America's Cup, *Gretel*, after the fifth race of the series off Newport, Rhode Island. *Weatherly* won the series of best of seven races by 4 to 1. In the final race last week, held in smooth seas and breezes from 6 to 10 knots, *Weatherly* outsailed *Gretel* to win by 3 mins. and 40 secs. Although beaten, *Gretel* was by no means disgraced and gave the Americans their closest series since 1934, when the British yacht *Endeavour* won two races. The New York Yacht Club has now defended the America's Cup successfully eighteen times since the schooner *America* first won the cup in a race which was held round the Isle of Wight in 1851

THE NEWS IN PICTURES

The M.C.C. party sets off from London Airport on the tour of Australia and New Zealand. From left to right they are: G. Pullar; F. S. Trueman; E. R. Dexter (captain); F. J. Titmus; L. J. Coldwell; D. A. Allen; J. D. F. Larter; K. F. Barrington; B. R. Knight; J. T. Murray; A. C. Smith; M. C. Cowdrey; R. Illingworth; T. W. Graveney; the Rev. D. S. Sheppard and A. V. Bedser (assistant manager). P. H. Parfitt was also on the flight. The cricketers flew to Aden, where they joined the S.S. *Canberra* to complete the journey to Fremantle by sea. The manager, the Duke of Norfolk, will join them at Colombo. He will fly direct to Ceylon. The party will be completed in Fremantle on October 9 with the arrival by air of J. B. Statham. M.C.C. open their match programme on October 16 with a two-day game against a Western Australia Country XI. The first Test starts at Brisbane Nov. 30

M.C.C. CRICKETERS START ON THEIR QUEST FOR THE ASHES

An unusual shape at London Airport is a Lancaster bomber fitted with a tall vertical fin. Flight trials of the experimental Handley Page "laminar flow" fin on the aircraft were due to start shortly. Laminar flow is a technique to control the flow of air over an aircraft's wing, by sucking the air closer to the wing surface and thereby reducing drag and increasing aerodynamic efficiency. The Lancaster being used for the trials is the last of these wartime bombers still flying in Britain

A LANCASTER BOMBER WITH AN EXTRA FIN

LORD ROCHDALE REPORTS ON THE DOCKS

Far right: Lord Rochdale, with other members of his Committee of Inquiry into the Major Ports of Great Britain, introduces his report at the Ministry of Transport in London. The Committee, set up in 1961 to consider the adequacy of Britain's major docks and harbours to meet national needs, recommended among other reorganisations the establishment of a National Ports Authority

MILITARY VERSION OF THE ARK

On display at an exhibition of the latest British military vehicles, held at the Fighting Vehicles Research and Development Establishment at Chobham, Surrey, is an experimental pressure-lifting vessel, called "The Ark." When inflated, it can carry over water a load suspended from its roof of one ton. At the display last week were demonstrations of the cross-country capabilities of armoured vehicles and of the latest techniques for building 60-ton tanks inside waterproof frames so that they can ford deep rivers or even resist storms at sea

A survivor of the Super Constellation crash in the Atlantic is lifted off the *Celerina*

Another survivor is winched into an R.A.F. helicopter from the *Celerina*

DISASTERS

The Swiss ship *Celerina* docked last weekend at Antwerp with the remaining twenty-seven survivors from the Super Constellation airliner which crashed a week previously in bad weather in the Atlantic. The *Celerina* picked up 44 out of the 48 survivors, but 17 of the more seriously injured were taken off by helicopter and flown to Cork. In Antwerp, Captain Murray, the airliner's pilot, said that three of the Constellation's engines had gone out of action.

Regarding another disaster, in Barcelona, it was announced that damage caused by the floods amounted to over £30,000,000. General Franco flew to Barcelona to attend the funeral of the flood victims.

A barefoot survivor on board the Canadian aircraft carrier *Bonaventure*. **Right:** In Antwerp, the pilot, Captain Murray (extreme left) and the hostess, Miss Carol Ann Gould

Wrecked cars, mud and other debris cover a devastated street in the Spanish town of Tarrasa after the floods in north-east Spain

Inhabitants of San Adrian de Besos stack their furniture and household goods in the main street so that they can dry

JOHN CONNELL

MIDDLE EASTERN MERRY-GO-ROUND

Twenty years ago or thereby I spent a good deal of time listening to eminent Arabs haranguing me at length on the virtues and the defects of democracy. A few of my lecturers are now in positions where (if they chose) they would have the power to put their theories into practice. Some are in prison, some have retired to private life, some live in elegant exile in Switzerland or near Cannes, and many are dead. In the cause of democracy many have suffered greatly, and a few have profited enormously. I am interested to see that President Nasser is dangling it anew in front of the Egyptian people.

He announced last week, that he is going to turn over his executive powers to a Council of Ministers, headed by a Prime Minister. " The Government system," he said, " will be based on collective rule, because this helps us practise democracy. There will be a President, a Presidency Council, a Prime Minister and Ministers."

All this—I hate to appear cynical—seemed to me, as I read it, extremely familiar; and when I went on to discover that the Prime Minister would be Wing-Commander Sabry, and that there will be one party in Egypt, the Arab Socialist Union, I realised that I had indeed travelled this road before. Egyptians are engaging and highly intelligent people, but one of their most persistent political characteristics is their

Police in Aden clash with rioters demonstrating against the recently announced British plan to join the colony to the Federation of South Arabia

Humpty-Dumptyism. When they use a word, it means just what they choose it to mean—neither more nor less. In a Humpty-Dumpty sense Egypt, henceforth, is to have all the benefits of democracy.

The apparatus of Government will function—or won't function—exactly as before; the Russians, in their own way in their own time, and for their own purposes, will go on helping to build the Aswan High Dam; Sir Harold Beeley, as befits the representative of an ex-imperialist Power, will go on being snubbed; some of President Nasser's older, closer friends will probably get new titles, and offices.

At present the State Department is having one of its periodic massive flirtations with Egypt. The State Department, like the Foreign Office a generation ago, has more than its quota of devoted Arabophiles; they are now obviously in the ascendant, for they appear to have persuaded President Kennedy, who ought really by now to know a hawk from a handsaw, that Nasser can be won over from the Russians by lavish economic aid.

Apart altogether from the proven political futility of lavish economic aid, there is one heavily complicating factor which is bound to inhibit any desire that the Egyptians may have to move over to the Western camp. This is the United States' continued benevolence towards Israel. Seven years have passed since that watershed in contemporary history which we call the Suez crisis, and the Israelis think of as Sinai or the Four Days' War. The Egyptian desire for revenge has not diminished in the slightest. The humiliation of that experience has never for an instant been forgotten.

At the time the loudest clamour was against the British and the French, who suffered the sharpest political and moral defeat the West has known since the fall of Singapore; but this merely cloaked the bitterness of the knowledge that General Dayan's forces would have been in Cairo in another twenty-four hours. The Russians have let the Egyptians have jet aircraft, AFV's and a good deal of technical and tactical training. The possibility of a sudden air strike on her cities, combined with a massive armoured assault along her southern frontier, is a contingency against which Israel has constantly to guard. Her diplomatists know, grimly enough, that this would be a " little war." That its effects would be localised, by every conceivable political device, in order to prevent what is hideously described as " escalation " into a nuclear or thermonuclear conflict.

To be fair to him this is a danger of which President Kennedy is perfectly cognisant, as his exchange of letters with President Nasser, published last week by *Al Ahram*, has shown. But on how to deal with it, he is just as hesitant and just as vague as anyone else. We have become accustomed to talk about an " Arab-Israel dispute," as though this was an argument between neighbours which, given the injection of goodwill and understanding, some sort of settlement—give a little here, take a little there—would be possible. Some kind of arrangement is, in the end, not inconceivable between Israel and her other neighbours, Jordan and the Lebanon first, Syria and Saudi Arabia next. But this is not so in relation to Egypt's attitude, so long as Nasser is in power. It is something more than a " dispute " when your neighbour says (and shows that he means it) " I want to murder you and all your family, and take over your house and garden," and you take measures to defend yourself. This is Israel's situation in respect of Egypt.

For the rest, though it has not been in the news in any spectacular fashion lately, the Middle East is far from somnolent. General Kassem, the Iraqi dictator, has a full-scale civil war on his hands in Kurdistan; he cannot conciliate the Kurds, and he lacks apparently the power to crush them. Mullah Mustapha Barzani's guerrillas control some 25,000 square miles of mountainous territory, and claim that they have five Iraqi garrisons under constant siege. But their lines of communications are cut, and the Iraqi air force bombs their villages with desolating regularity. No European in Bagdad is allowed to go up to Kurdistan.

The Russians, of whom there are many in Iraq now (living, as they do in Egypt, in their own small, self-contained communities), are politically in a mildly embarrassing situation. It is Soviet policy, despite the existence of a small Kurdish community within their own border, to encourage Kurdish nationalism in Turkey and in Persia; about Iraq they have to be more delicate. Doctrinally they have a solution; having decided that Barzani's party is both liberal bourgeois and anti-imperialist, they can sit, in good conscience if not in much comfort, on the fence.

Syria, I gather, is seething with Egyptian intrigue. But when, after all, was Damascus *not* seething with intrigue? In Jordan the King has returned from his holiday to face a row in the Army which, with the unique authority he now possesses, he has been able to calm. The confusion and virtual collapse of the last meeting of the Arab League has left a great many pieces for the politicians and the commentators to try to pick up. Recent dramatic events in Yemen has added to the general uneasy feeling of increasing instability in the Arab world.

The Algerians, from whom after all the long years of the war with France so much was hoped, are absorbed in their own internal quarrels, which are deep and fierce. Arab unity is once more being shown up, against the world background, as the preposterous fraud that a few of us have repeatedly said that it is.

And it is at this precise moment that the British Government, with that mixture of hamhandedness and complacency which has characterised Anglo-Arab relations ever since 1939 or thereabouts, chooses to wade deeply and messily into trouble with its plans for joining Aden to the Federation of South Arabia. The plans themselves are better than most of the recent " solutions " proffered by the Colonial Office for constitutional " problems." Last week's riots were expected and were dealt with sensibly and calmly. But tempers are high; Yemeni influence in the Colony is now strong and Yemeni money is being spent pretty freely; there is almost bound to be more trouble. The consequences of the uprising in the latter part of last week cannot but be disturbing.

One factor in the situation which has gone carefully unmentioned in all the British comment that I have read is the Defence Ministry's decision to turn Aden into a major " base." A remarkable amount of money has been spent on it in recent years—on airfield runways, barracks, Naafis, clubs and other amenities. Correspondents have been invited out to see what a tiptop show is being run to keep the troops happy.

Has nobody in authority yet noticed that once this process of developing a major " base " is fully under way, the riots and the troubles begin? That, in fact, the expenditure of several million pounds is nowadays invariably the prelude to precipitate and humiliating abandonment? And that this has happened too often to be regarded merely as one unlucky coincidence after another?

Independence in Asia as in Africa means " no foreign bases." The danger signal has been recognised in Kenya, and the solemn, ponderous process of transferring the base to Aden has been going on for some time now. Luckily in Aden, when the flag comes down, there is not a settled population of middle-class and professional British to be left behind to the mercy of tribesmen. There are, however, the Yemenis declaring firmly that Aden—Federation, Protectorate, Colony, city and port, are all " an integral part of Yemen by virtue of history, language, geography and brotherhood." See the inevitable instalments for the rest of the story.

NEW AND OLD IN KENT SCHOOLS

The photographs from the air are of a boys' and a girls' school. **Above:** At Tonbridge School the design of the recently completed new wing blends with the rest of the buildings. The wing contains a library, a house and a classroom. Tonbridge, which now has over 500 boys, was founded in 1553. The bulk of the buildings are of the Victorian period. **Below:** Cobham Hall is a historic sixteenth-century mansion near Rochester. It has now been opened as a day and boarding school for girls. The first term began last week

A window on the Thames is pro
storey office block being constr
the block is still being built the wi
side of the river can be seen,
four storeys high; Lambeth Br

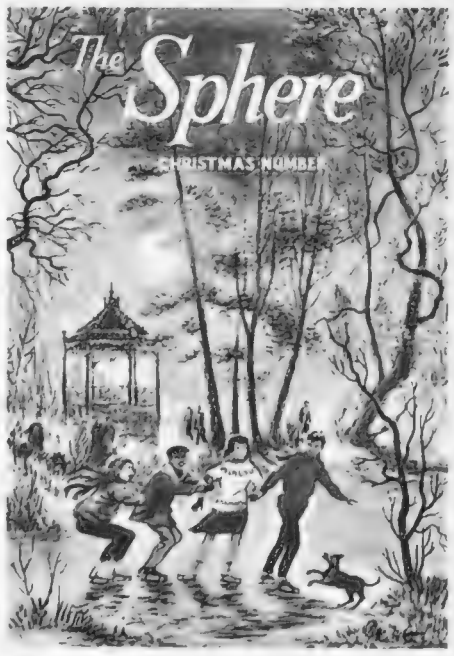
A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

BLUE-PENCIL PROSPECTS. Lord Cobbold, soon to succeed one of the most successful Lord Chamberlains, was reticent when interviewed on his return from Canada. He was reluctant at the moment to express an opinion on his play-censorship duties. But he let fall two *obiter dicta*: he did not regard this particular duty as his most important, but in exercising it his yardstick would be simply whether or not he liked a play. No doubt his Court ceremonial duties are more constant and may give both him and others chronic headaches. His simple yardstick for play-censorship may change even more radically the atmosphere of the London theatre than it has changed in ten years under Lord Scarbrough's liberal blue pencil. It will all depend on what Lord Cobbold " likes " and no longer on what the British public, in the opinion of the Establishment, may be considered justified, in the frank and realistic days in which we live now, in swallowing whole and asking for more. Not very long ago, a single " bloody " set the hen-roost cackling, but now four-letter words have legal sanction. Lord Cobbold's simple yardstick might well switch the emphasis from the obscene or the politically undesirable (*The Mikado* was once " politically undesirable ") to the boring or badly-constructed play. His personal taste may save many a manager from a theatre flop. He may feel (as I do) that perpetual revivals of, say, Wilde's drawing-room comedies, with their long-drawn-out epigrammatic fireworks, are tiresome to a generation that converses *staccato*. He might swallow an obscenity and strain at a yawn-maker. And I suppose the same sort of yardstick applied to Ascot or garden-party duties might result in a less strict censorship socially. But I dare say the Lord Chamberlain's varied functions will continue to evolve quietly, liberally and slowly as during the past decade.

IF THY HAND OFFEND THEE . . . Mr. Marples, in his fine and fanatical determination to reduce road accidents, has announced that compulsory tests for one-year-old cars are " on the way." But why leave it so late as one year? Compulsory tests for cars just released by the makers would suit some disappointed buyers of new cars. It suggests that Mr. Marples takes a dim view of the careful inspections presumed to be carried out by car manufacturers before release and of the completeness with which one's local garage carries out the servicing instructions which manufacturers lay down in their little booklets for attention every 1,000- or 2,000-mile run. At regular intervals every year every vital part of a car comes under the local garage's notice as they test, replenish and examine their client's car, and tick off each item listed for attention in each particular major or minor survey. If official tests at authorised testing stations for cars which may be no more than " run in " are required for safety, then indeed car manufacturers and the general run of garages have long been sadly failing in their duties to car buyers and users. I admit that the Motorists' Protection Society, protesting that Mr. Marples' feverish intentions are " bureaucracy run mad," miss the point when they say that the provision of adequate roads is the *only* assurance of safety on the road, since a car " tied up with string " loosed upon M 1 is a mortal danger. But there is moderation in all things and Mr. Marples' fanaticism seems likely to solve the awful problem by driving motorists off the roads. Close the pits, scrap the railways, empty the roads and so solve the pressing

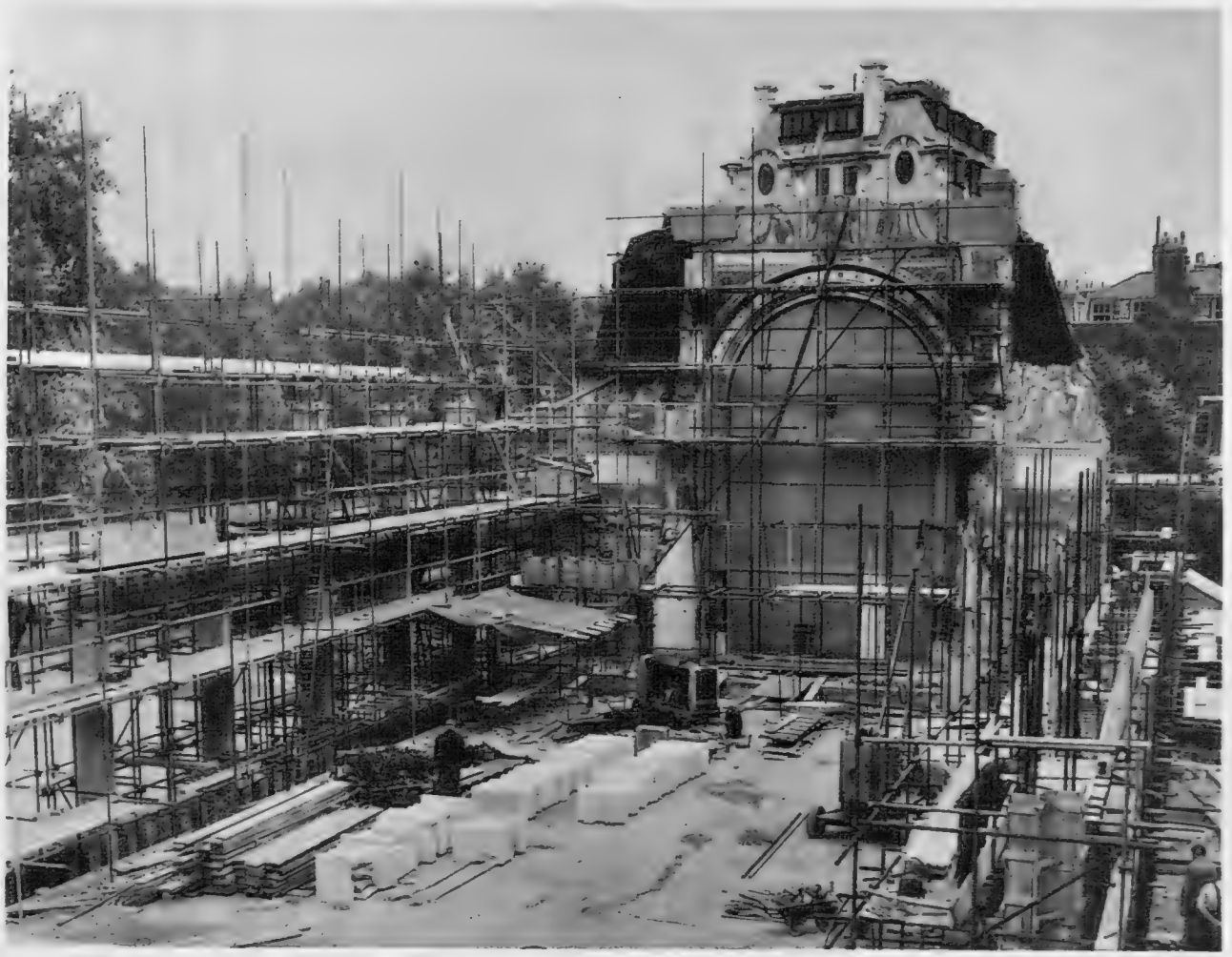
CHRISTMAS GREETINGS FOR FRIENDS OVERSEAS



Skating, one of the traditional delights of winter, provides the theme for William McLaren's cover for this year's *Sphere* Christmas Number, to be published on November 9. In full colour inside the issue is a splendid range of subjects—from travelling circuses, specially painted by Geoffrey S. Fletcher, and a Montague Dawson seascape, to fifteenth-century French miniatures, a Tissot conversation-piece, and a colour photograph inside Marlborough House, the Commonwealth centre in London. In black and white are many illustrated articles—and a humorous story of a wartime Christmas in the Royal Navy.

It is not too early to order now for your friends overseas to make sure that they get their copy in time for Christmas. An attractive greeting card is included with every Christmas Number dispatched on your behalf. Order now from your usual newsagent or direct from The Publisher, " The Sphere," 13-15, John Adam Street, London, W.C.2. The price of the Sphere *Christmas Number, including postage to any part of the world, is 5s. 8d.*

the top floor of a new seventeen-
he Albert Embankment, London. As
ot yet been glassed in. On the other
the new Millbank Tower block, thirty-
Houses of Parliament and Big Ben



Reconstruction work is in progress on the Guards Chapel at Wellington Barracks in London. It is hoped that the chapel will be completed next year. It was badly damaged by bombs in 1944. One of the few remaining parts was the Sanctuary wall (right background). The new nave will seat 500 and will have plain white walls of rough plaster, setting off the original stained-glass windows

problems and scandals of perpetual losses of money and lives. "If thy hand offend thee, cut it off."

JUNIUS AGAIN. Bless me, I thought that long ago the authorship of the Letters of Junius (unlike the Sirens' song or Achilles' alias among the women) had passed out of the realm of "conjecture" and become a proven fact. But these are the days of absolute proof in history and biography, and to be certain "beyond reasonable doubt" is not enough in history's High Court. And so, one day, an electronic computer will be set to work to make assurance doubly sure, if Professor Ellegärd's new book, *Who was Junius?*, does not finally and definitively establish Sir Philip Francis's authorship. For myself, I have no further need of witness, and many a pundit even before the impeccable Jowett regarded the matter as closed. I would much rather that the computer should give first priority to the Casket Letters or Shakespeare's signatures or the Northumberland MS, or even Casement's diaries.

TWO BRITISH WORTHIES. The rules of evidence, as interpreted in British courts, are horribly strict. Of the careers of the two (perhaps) most famous British worthies—Shakespeare and Sherlock Holmes—whose names are household words, we should like to know more than we do. We can legitimately claim to know many details *passim* in the life of the great detective, but of the great poet and dramatist the Lord Chief Justice will only concede that a man named William Shakespeare (variously spelt) was born on an undetermined day in April at Stratford-upon-Avon. He died on a determined date in April in that town, where he married and became a householder. Also he may have signed his name to three or four documents and may have been the same man who was much praised by a few contemporary literary men in London as the author of some fine plays and lovely sonnets. The Lord Chief Justice is much more generous in conceding evidence concerning Holmes, but even so, there are tantalising lacunæ and dark ages in his life before he met his Dr. Boswell; and thereafter many contradictory facts. Luckily for us and for our romantic curiosity, hundreds of men, never called to the Bar, have filled vast libraries with detailed information about the lives of Sherlock and this William, sometimes so convincingly that we feel we can follow our heroes step by step from the cradle to the grave, first assuring ourselves as we sit in the jury box that the Lord Chief Justice is napping on the Bench. But, even so, we wonder if these witnesses are not a little too glib with their evidence. Fact and fiction? Their roles are reversed. A strict editor of the *Dictionary of National Biography* could allot at most a half-column to the Stratford householder, but the tenant in Baker Street—an accepted British worthy—could fill three columns at least without padding or wild conjecture.

"FRANKLY SPEAKING." The fashion of telling the world all about oneself has become a mania and no doubt has a value for future biographers of V.I.P.s. Of course, that value would not be lost if the V.I.P.s left their own appreciations of their own characters and development in MS or typescript to be opened at their deaths. But, as I remarked recently, it is natural and forgiveable to want to listen to some of the trumpets and pæans which will blow for a deceased V.I.P. in his obituary notice, and not to leave all the fun and pride and vanity to one's children. So they are all at it, politicians, industrialists, writers, artists, and the rest and, to lend authenticity to their autobiographies, they are most of them uninhibited and frank. They don't skate over their follies, they treat of their sexual experiments without false shame, they catalogue false steps and failures, which all contribute to make the ultimate success story both romantic and commendable. There is one feature in common with most of these auto- or sponsored biographies. If in the course of his career the subject has known or met the two or three really "historical" figures now alive, a good deal of space will be given to the subject's conversations with these big men and his observations of their virtues and failings when he was in their company. Churchill, for instance. If the subject was lucky enough to know him at any period in his life, he will devote as much attention to making up as speaking a likeness of Churchill as of himself. There is value in that. Some of these autobiographists may die before Churchill. . . . Still, the argument stands that these invaluable notes for Churchill's future biographers would be equally valuable if posthumously released. But (as I have said) the trumpets sound sweeter and louder if heard on this side of Styx.

"THE VERDICT IS YOURS." My first introduction to ITV is very recent. I was persuaded by my family to tune-in to the series "The Verdict is Yours." I take off my hat to the compilers. As an amateur lawyer, I have shuddered at the gaffes and inaccuracies so often seen in court procedure in TV drama, but in this series there is nothing to shock the trained lawyer and any amount of really useful training for the Bar student. For the authors have mastered not only the rules of evidence and court procedure but have attained the two most vital necessities required of the trained legal mind, to spot the essentials in presentation of evidence and to present them tersely and lucidly. These trials are masterpieces of *précis* and relevance and give "the jury" all the drama of a trial in the Courts of Law, with its learned or sharp exchanges between judge and counsel and between prosecutor and defender, the brutalities of cross-examination and the repairing of the damage done, in re-examination and all the other human features of a trial. At the same time they extract the essence by which a jury, subject to the judge's directions on legal issues, must decide its verdict. No aspiring young man, eating his dinners or cramming for his Bar exams, should miss the Monday evening session. He will learn a lot more from them than from the law books in his Inn Library.

THE OLD STAGER

ENTERTAINMENT

PORGY AND BESS

at the Dominion Theatre

Porgy (Sidney Poitier) with Bess (Dorothy Dandridge) and Maria (Pearl Bailey). **Above right:** Bess and Crown (Brock Peters). **Below:** Crown rushes out in a hurricane

Bess throws her basket to Sporting Life (Sammy Davis, Jnr.) before she joins the ferry to go on the picnic. **Below:** A band leads the procession before the picnic

Samuel Goldwyn's filmed version of Gershwin's *Porgy and Bess*, directed by Otto Preminger and released by Columbia, comes to London some time after being seen in most other countries. It was made in Technicolor for the gigantic Todd-AO screen and had to wait its turn at the Dominion until *South Pacific* finally ended a phenomenal run. Accepting that musicals are an unrealistic form, the film's makers have presented Catfish Row as a glorified stage set, from which the action strays only for the colourful picnic. This helps to give full play to Gershwin's superbly lyrical score, which is used in its entirety. The love-story of Porgy, the cripple, and Bess, the flighty woman, is recreated by Sidney Poitier and Dorothy Dandridge. Worth noting are the performances, now comparatively early in their careers, of Sammy Davis, Jnr., and Diahann Carroll. Hollywood has elevated George Gershwin, in a spirit of idolatry, into a composer of serious musical dramas. But *Porgy and Bess* remains in the mind as a big, lush musical.

Sporting Life pauses on a corner of Catfish Row

THE VOICE OF THE COMMON

Mr. Nehru, Prime Minister of India, in Lagos with Dr. Azikiwe, Nigeria's Governor-General; Sir Ahmadu Bello, Premier of Northern Nigeria; and Sir Abubakar Tafawa Balewa, the Prime Minister of the Federation of Nigeria

BOOK REVIEWS

A Nigerian's experiences of Communism; collected speeches of the Indian High Commissioner

Africans tend to be naturally democratic to the point of anarchy. One of the few encouraging flashes in Aderogba Ajao's gloomy account of his six years' "technical training" and attempted indoctrination in East Germany, called ON THE TIGER'S BACK (George Allen and Unwin Ltd. 21s.), is his description of his arrival at Leipzig University: "I found myself in a morass of dispute in which the West Africans were quarrelling among themselves, quarrelling with the management of the university, and with almost everybody else that came near them." What a puzzle they must have been to the East German authorities!

The author, a Nigerian from a merchant family in Lagos, made contact with Communism as a discontented student in Leicester in the late 1940s, and was later semi-kidnapped on a business trip to Germany. He acquiesced largely because of educational baits offered him, but his experience of Communist methods caused him to be increasingly disillusioned with his mentors, especially when they tried to tell him grotesque falsehoods about British rule

Mr. Holyoake, New Zealand's Prime Minister, with his daughter at London Airport

Mr. Diefenbaker, Prime Minister of Canada, with President Ayub Khan of Pakistan at the airport in Ottawa

AFTER THE CONFERENCE

President Ayub Khan visits Canada; Mr. Nehru in Nigeria

It is a common practice with Commonwealth leaders to follow a conference in London with other visits. After the Marlborough House gathering ended the week before last, some of the participants went on extensive tours.

President Ayub of Pakistan, spent four days in Canada as guest of Governor-General Vanier at Government House, and attended various public engagements in Ottawa and Quebec, where he visited the Plains of Abraham, scene of the defeat of the French by Wolfe in 1759. He went on from Canada to the U.S.A., where he had talks with President Kennedy. He also made a speech in the General Assembly of the U.N., in which he emphasised the important part the smaller nations must play in the U.N. He had already been to see President de Gaulle in Paris during the Commonwealth conference.

Mr. Nehru let it be known before he left London that he had had a medical check-up and had been pronounced perfectly fit; there had been some anxiety earlier in the year about the state of his health. In Paris he discussed a wide range of subjects with President de Gaulle. He was in Nigeria for four days, in the Lagos area. He was to have gone to Ghana as well, but his visit was postponed. He told a Press conference in Lagos that he believed the Commonwealth was resilient enough to survive any future change in its structure. It would not disintegrate if Britain joined the E.E.C., although other member nations would suffer difficulties.

Mr. Holyoake, the Prime Minister of New Zealand, also visited President de Gaulle in Paris, and went to New York to address the General Assembly of the U.N. Other Commonwealth leaders on tour were Dr. Williams, Prime Minister of Trinidad and Tobago, who flew to Brussels for talks on "association," and Mr. Lee Kuan Yew, Prime Minister of Singapore, who made a three-day visit to Russia before returning home. In Moscow he defended the emerging Federation of Malaysia against charges of "neo-colonialism." The last two leaders to leave London were Archbishop Makarios, President of Cyprus, and Mr. Obote, Prime Minister of Uganda, who had been tidying up final details of Uganda's new constitution.

Archbishop Makarios, crowned and in white vestments (right), takes part in a service at the Greek Orthodox Church in Camden Town, London, during his recent visit

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

in Nigeria. "The case against the British was strong enough. Why make it ridiculous by assertions of that kind?" he asks.

Written in impersonal, dispassionate prose, which adds to the sadder-and-wiser quality of the book, the experiences have an authentic tone. His concluding chapters of thoughts on the new Africa are candid and believable. His attitude to the British, who still have "a great aptitude for being irritating," is inevitably ambivalent. He considers that Britain does not really understand that the "wind of change" has not blown away old resentments; but he says "Britain has given a great deal to Nigeria, and I believe will continue to do so. But she does it in her quiet, smug way, without shouting it from the rooftops."

Again he comments, "The Africans do not embrace the Commonwealth association warmly like a brother. They acquiesce in it, somewhat sceptically, and largely because they feel it would be rash to snub the Commonwealth in the early stages of independence." He instinctively sympathises with this and with the desire for a "pure untrammelled African type of state," but admits it is not enough, because of his experience of Communism which "seeks inevitably to make an associate into a satellite." A good nationalist and a critic of the "monumental stupidity of the West" in branding men like Lumumba as Communists, none the less his experience makes him disturbed at the ignorance of Communism in Nigeria. He concludes by saying that African peoples must eventually come to see the "masks" of Communism—"I hope they do not get hurt, all over again, in the process."

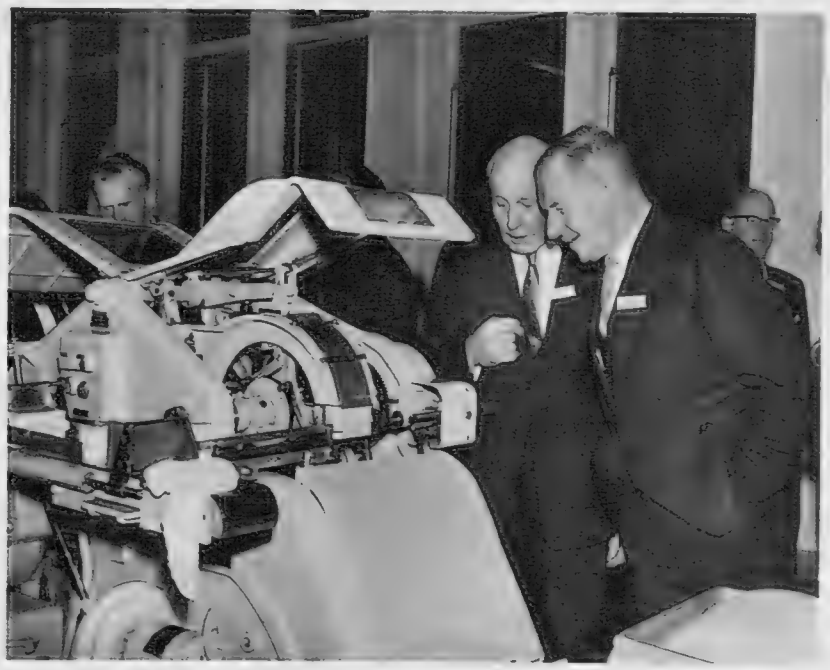
The present Indian High Commissioner in London, Mr. Mahommed Currim Chagla, who is one of India's leading Muslims, has put into book form a series of addresses made while he was Indian Ambassador in Washington. Under the title AN AMBASSADOR SPEAKS (Asia Publishing House. 25s.), these speeches are mainly informed explanations of India's structure and policies for American audiences. He describes his country's determined efforts to raise the level of the people, its Five Year Plans, and its functioning democracy, to counter the image some Americans have of a "land of Maharajas and snake-charmers." He takes many pains to show India's foreign policy as one of co-existence rather than neutrality. "For heaven's sake don't feel India is neutral," he says. "She is very much committed, but she is committed to peace, she is committed to democracy." The speeches show a nicely balanced mixture of eloquence and commonsense and must have helped to strengthen U.S.-Indian relations during Mr. Chagla's time in Washington.

Two works of fiction on Indian subjects have been published recently: CHEMMEEN (Victor Gollancz. 18s.), a full-length novel by Thakazhi S. Pillai of life among the shrimp fishermen on the sea-coast of the author's native Kerala, and FOREIGN SOIL (The Bodley Head. 16s.), a collection of short stories by Robin White, an American who was born in South India. Other books of Commonwealth interest are James W. Spain's THE WAY OF THE PATHANS (Robert Hale. 18s.), describing the turbulent tribesmen on Pakistan's North-West Frontier, and OKAVANGO (Hutchinson. 21s.), an account by June Kay of an unusual journey in the little-known areas to the south of the Zambesi in Southern Rhodesia and Bechuanaland.

M.K.W.

A special article to mark the independence of Uganda is on the following pages

In London Mr. D. Osborne, of the Land Lease Corporation of Sydney, Mr. Eric Lyall, chairman of London and Sydney Property Investments Limited, and Sir Eric Harrison, the Australian High Commissioner, study a model of "Australia Square," a 45-storey circular structure costing £A12,000,000, to be built in the centre of Sydney



Mr. T. L. Macdonald, the New Zealand High Commissioner in London (right), learns about butter wrapping machinery from Mr. A. Linton, chairman of Empire Dairies Limited, after opening a butter patting factory of Empire Dairies at Vine Lane, Tooley Street, in the heart of London's butter market. The factory was built by the proprietors of Hays Wharf Limited, at a cost of £750,000, financed by New Zealand farmers

Personnel of the No. 21 Squadron, R.A.F. (Twin Pioneer), based in Kenya, give three cheers, after the presentation of a propeller by Wing Commander R. H. Stocken (right), at Eastleigh, near Nairobi. A veteran flyer of World War I, he traced his old unit to Kenya to hand over the propeller of his 1916 aircraft as a trophy

Mr. Clinton Hart, chairman of Carreras of Jamaica Limited, and Mr. Plumley, deputy chairman and managing director of Carreras Limited, lay the foundation-stone for Carreras' new factory at Spanish Town, Jamaica. They are watched by Mr. Michael Rice

UGANDA

A survey of the East African country which becomes independent on October 9
by **SIR FREDERICK CRAWFORD,**
Governor of Uganda from 1956-1961

The National Assembly Building in Kampala, Uganda's capital

Mr. Obote, Prime Minister and Leader of the Uganda People's Congress. **Right:** Sir Frederick Crawford, G.C.M.G., O.B.E., the author of this article

Rolling landscape in the Mbale district, near Mount Elgon, on the Kenya border

Mr. Macleod, the Colonial Secretary of the time, speaks in the Council Chamber at the opening of the National Assembly Building in Kampala in September 1960

Of all the East and Central African territories, Uganda is physically the best endowed. The larger part of the country has two well-distributed annual rainy seasons; the soil is rich, deep and fertile, as Uganda's large crops of coffee and cotton and its increasing production of tea all testify; with its complex of lakes and perennial streams, it is perhaps the best watered part of all Africa; thanks to the good work being done to eradicate or confine the tsetse fly, its large cattle-bearing areas are being developed; its indigenous forest, largely of hardwood, is intact, and if present afforestation policies are continued will improve and be inexhaustible. Except for areas in the arid and over-cropped district of Karamoja, erosion and dessication, the twin cancers of Africa, are virtually unknown.

It was for this fabulous country that the early explorers were searching as they hurried through what were then the wastes of Kenya, or up through the swamps of the Nile and, were they alive today, they would not have cause to feel disappointed.

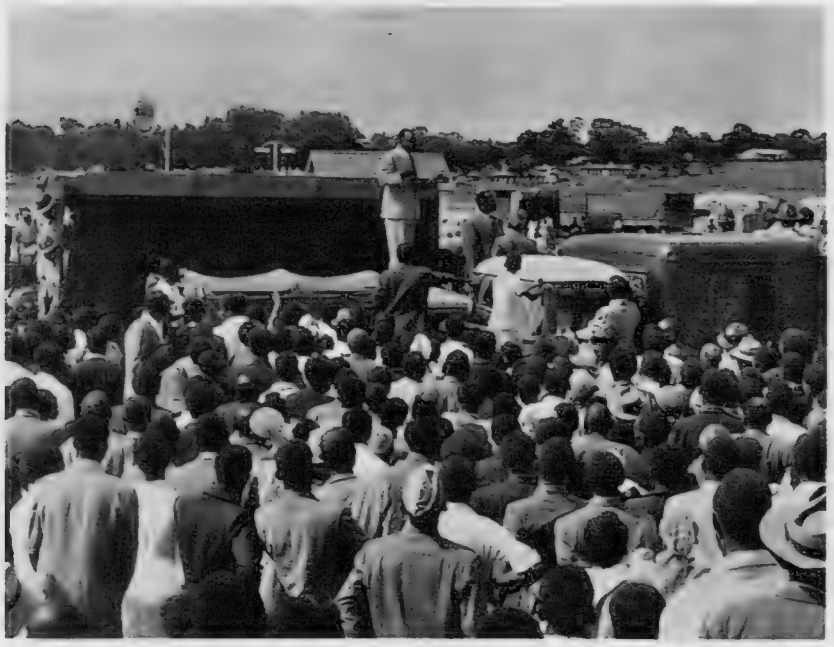
Uganda's people, now entering their Independence after some seventy years of British administration, are readier than most for that ordeal, thanks to a long history of education and peaceful development. They will flourish and prosper, if they can continue, with British administrators no longer there to hold the ring, to resolve peaceably among themselves the many human problems—ethnic, tribal and even denominational—with which Uganda, as a whole, is faced.

These problems are massive and many seemingly intractable. The Uganda Constitutional Conferences of 1961 and 1962 at Lancaster House were the first real signs of a break-through. What was agreed then—no less than what was left in dispute, like the " Lost Counties " issue—has still to be worked in practice, and a constitution as complicated as any in Africa translated into the machinery of a modern State.

Uganda is a country of infinite variety and complication in its people, no less than its natural features. Alongside growing national political parties, such as the Uganda People's Congress (now, with Buganda, in power) and the Democratic Party, it has four kings—the Kabaka, thirty-fifth ruler and Head of State of Buganda; the OmuKama of Bunyoro; the OmuKama of Toro; and the Omugabe of Ankole. All are the " father-figures " of their peoples and the focus of their tribal loyalty, reverence and often affection. So popular is kingship that the people of the Busoga district on the Kenya border, for years an area of intense party political activity, have recently asked for their Kyabazinga, formerly an office of appointment under the Crown, to be elevated—or restored, they say—to that of an hereditary ruler or " king." And many observers believe that a royal dynasty is a buttress against Communism and a strong stabilising factor.

In addition to the complication of a conjunction of tribal kingdoms and national political parties—the present coalition between the U.P.C. and the Kabaka Yekka (" Kabaka Only " party) in Buganda is the current and classic instance—there are wide ethnic as well as tribal divergences within Uganda. Roughly, the people north of the Nile, except for those in the districts of the Eastern Province, are of Nilotic

Climbing Margherita Peak (16,763 ft.) on Mount Stanley, the highest point of the Ruwenzori range on Uganda's Congo border



Mr. Kiwanuka, Prime Minister until April this year, and leader of the opposition Democratic Party addresses a crowd at Entebbe Airport

The Queen Elizabeth Hostel for African Nurses at Mulago Hospital, Kampala. The hospital is to be formally opened by the Duchess of Kent in next week's celebrations

Hamite origin, whereas the people of the kingdoms and districts south of the Nile are Bantu. The people of the north do not speak the same language as the people of the south, and for political rallies or important speeches, interpreters are frequently employed.

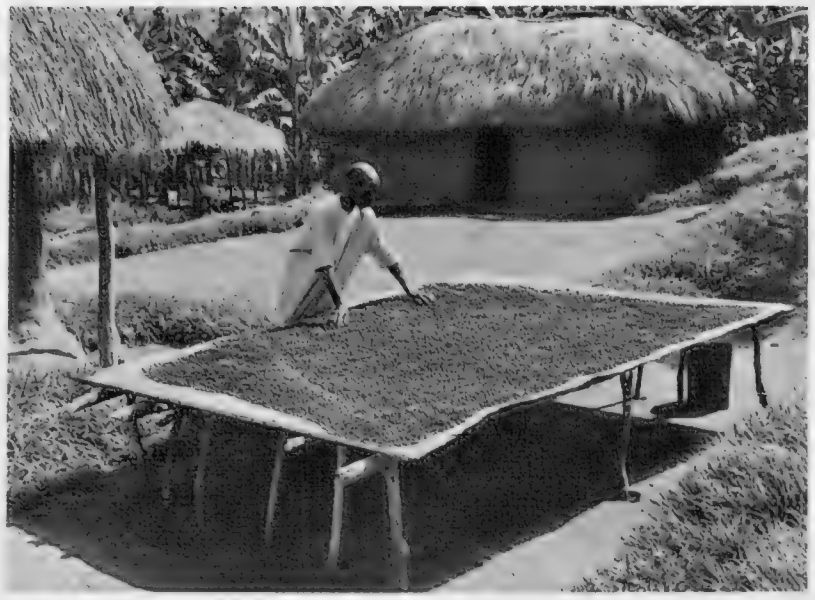
Another cause of division in Uganda is the unfortunate tendency of local African Christians to mix religion and politics. This game of Cavaliers and Roundheads, which has been jointly deplored by the Anglican and Roman Catholic Church authorities, comes to a head during election time. And even at other times—when one side accuses the other of taking "an internal view" over such matters as local government appointments or the award of scholarships and bursaries—huts are burned and heads are broken. The Central Government has striven, in spite of criticism, to ensure that the local appointments boards are free from nepotism and political pressure, and that the chiefs should gradually become Civil Servants, the just and impartial representatives and executives of their local governments, and as such remain subject to "the will of the people."

In the four kingdoms of Uganda there is a clear and well-understood distinction between the King, as Head of State, and chiefs as servants of the kingdom's Government. In Buganda, where the chiefs (although appointed, dismissed or displaced by an appointments board) are recognised by and responsible to the Kabaka, they are the steel framework which supports throughout the kingdom the authority of the Kabaka and his Ministers. There are no paramount chiefs and the hereditary chief has almost faded from the picture.

(*Continued on page 22*)

Mount Elgon Hotel at Mbale, in Eastern Uganda

Cotton, one of Uganda's principal crops, is picked by hand in the fields



Coffee beans are spread in the sun to harden before sale

UGANDA

(*Continued from page 21*)

A source of friction and potential danger to Uganda is the "Lost Counties" issue. Little was heard of it for several decades, but it has been blown up to a live and bitter issue. At the turn of the century, six of the counties of the kingdom of Bunyoro were ceded by the British to the kingdom of Buganda for services rendered. Bunyoro, alleging maltreatment of Banyoro, the people of Bunyoro, in the "Lost Counties," now wants all six back. Buganda, quoting past agreements with the British Government, has so far refused to part with even one. In two, or perhaps three, of the counties there is a Banyoro majority. Clearly a case for self-determination—and so thought the Munster Commission and later a special Commission of the Privy Council. But the problem has had to be shelved, some of the "Lost Counties" being put temporarily under the Central Government. It is clearly an embarrassment to Mr. Obote, Uganda's present Prime Minister, in operating his coalition with Buganda—since the sympathies of the rest of Uganda lie with the Banyoro and their venerable OmuKama, Sir Titu Winyi.

Uganda was rich, and if it is less so with the fall in the world prices of coffee and cotton, could in the future, with the development in peace of its great natural resources, be possibly the richest of all the African countries. Its potential and its requirements were ably and accurately set out by a World Bank mission whose excellent report was published in October 1961. This report was fully endorsed by the Uganda Government, and will rightly be the country's economic blueprint and a guide for its development planning for several years to come.

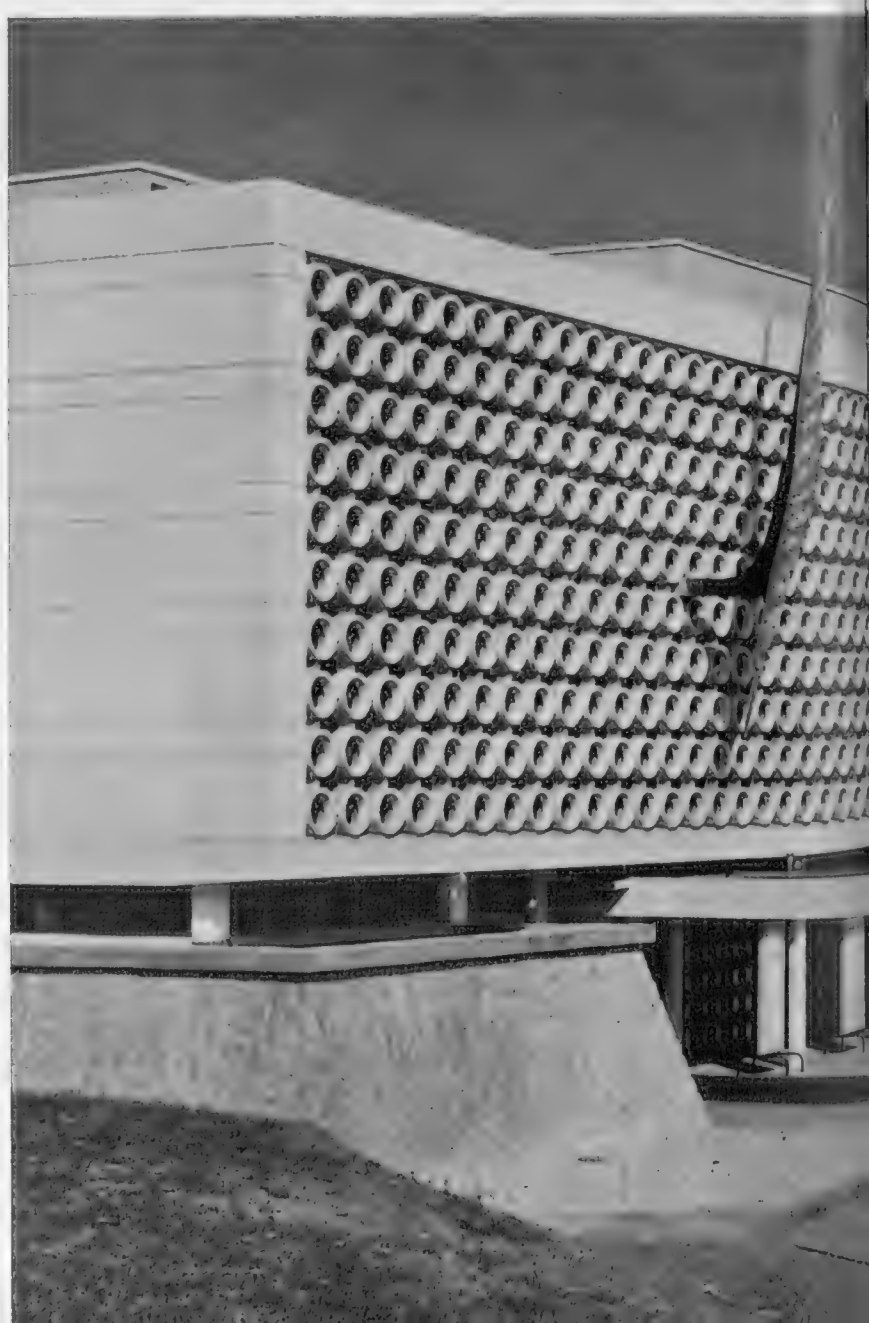
The money and effort required to implement its recommendations are great, but not beyond realisation. Uganda's great natural assets and potential wealth justify heavy investment provided the people of the new independent State can establish a government that will safeguard the persons, rights and property of individuals and firms, regardless of race.

Uganda has available more Africans educated and trained to run its affairs than Kenya, Tanganyika, Northern Rhodesia or Nyasaland, and in this is more akin to the countries of West Africa. Towards the end of 1961—and great advances have since been made—well over half its Civil Service was African: there were 105 fully qualified African doctors in practice (and a few in politics); there were a score or more of British-qualified African engineers; trained teachers were more plentiful than money to pay them. Behind the Civil Service of the Central Government is the "second tier," the large and reasonably competent Civil Service of Buganda, of the other kingdoms and of the other local (district) governments—all with a long history and experience of running with reasonable efficiency many of the services carried out elsewhere by the Central Government.

But something more than mere ability is required to enable Uganda to grow to its full stature. A country's greatness is its people. Will Uganda match up to the modern, western world's requirements and standards—unsatisfactory as these sometimes are? There are predisposing factors that lead one to believe it will. By virtue of the very peculiarities, divisions and divergencies already mentioned, Uganda has a great number of in-built checks and balances. Despite the complexity of a new Constitution that had to be designed to cover local divergencies and apparent anomalies, there is a good prospect of it working—and working well.

In this lovely country there is no major racial problem, no place for a dictator or extremism, and Pan-Africanism has failed to flourish: there is a case and a place for a Government and an Opposition. So long as Buganda and all the other parts of Uganda agree to participate in the Central Government, while yet exercising considerable local autonomy, there is good hope that in this instance the new British prescription of "regionalisation" for the complicated parts of Africa will work. Many have laboured to make it so and wish Uganda well. One of the country's most endearing traits has always been the ability of its peoples, from kings to commoners, to make and retain friends.

In the Owen Falls power station. **Below:** The Uganda National Theatre, Kampala



BRIAN VESEY-FITZGERALD

"INTERESTING BITS OF OLD BRASS"

J. H. Yoxall, writing in 1908, said: " Brass harness ornaments will soon cease to be made and will have passed into that delightful limbo from which collectors secure treasures after a generation or two of oblivion. Now, therefore, is the time to acquire these interesting bits of old brass." Obviously, in 1908, very few people collected horse brasses. Yoxall foresaw the future, but for most people there was then no sign that the heavy horse and its harness ornaments were to disappear from the daily life of town and country. Both were common, an everyday feature, on the streets and on the farms. I suppose that Yoxall must have started a few people collecting horse brasses, but I do not think that serious collecting started until after the First World War, and I do not think that it became really widespread until after the Second World War.

Harness ornaments spring from the amulet, a charm worn as a protection against all evil, a world-wide and very old superstition. Originally, of course, they were not confined to horse-harness. There is an Authorised Version Old Testament reference (Judges viii.21; which implies a date around 1200 B.C.) to " ornaments on camels," which I take to mean harness ornaments; and, of course, the ceremonial elephant still wears a much decorated harness.

The oldest surviving set of leather horse-gear is probably that in the Copenhagen Museum. This harness is fastened together with bronze rivets and the ornamental bosses on the strappings are of silver. It belongs to a period about A.D. 200. Chinese pottery figures of some 300 years later show a horse whose harness is decorated with medallions and a face-piece. The earliest British examples, the Parc-y-Meirch hoard, half of which is in the National Museum of Wales and half in the Municipal Museum, Hull, date from about 1000 B.C.

But harness decoration in Britain did not become common until very much later. This is to be expected, of course. Brass was not made in England until the reign of Henry VIII and then, evidently, only in very small quantities, for its export was expressly forbidden.

It was not until 1800 that the making of brass became an organised industry in Britain, and it must be presumed that before that date English horse-harness ornaments were either of imported brass or of silver, or of Emerson's spelter brass, which was an alloy of zinc and tin. All were much too expensive to be within reach of the man-in-the-street. An Emerson horse brass is today a very nice find for the collector.

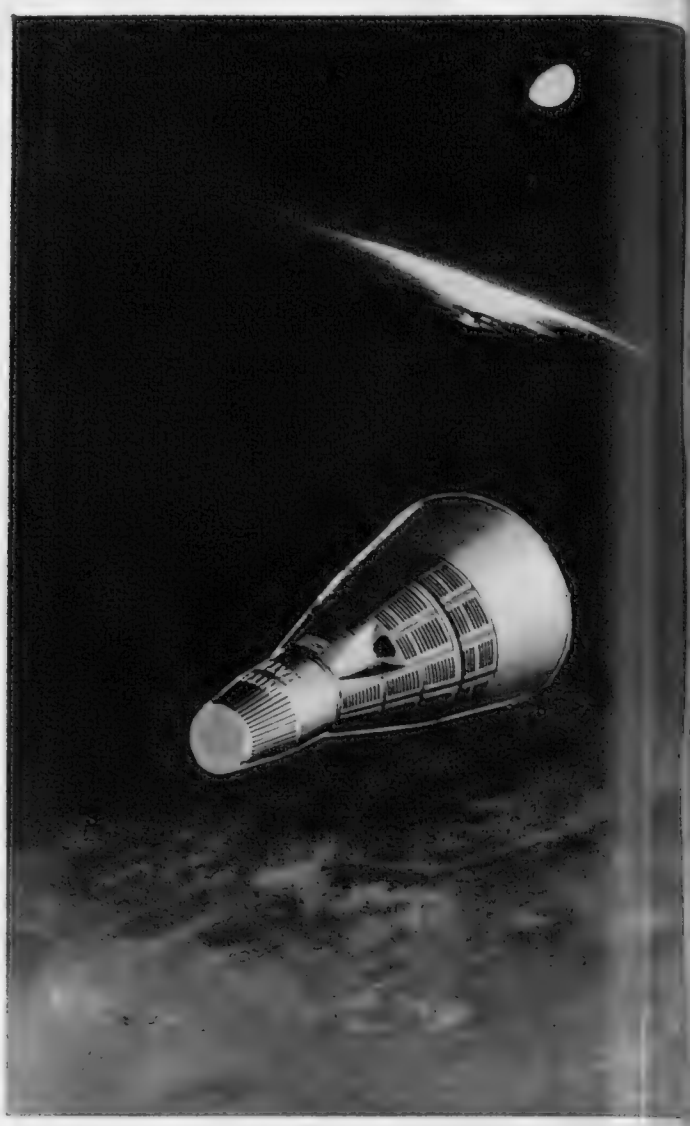
Casting of horse brasses began about 1830, but it was not until the accession of Queen Victoria that they became really popular. Many new patterns were made to commemorate her Coronation, many more on her marriage, and still more for her Jubilees. Indeed, by the year 1870 brasses had become a " must " for the harness of every cart and dray horse.

So much a " must " that today about 700 different designs of " figure subjects " are known and over 1,000 different " pattern brasses," almost all of which are geometrical designs. And, of course, quite apart from the designs, there are many different types of horse brasses: face-pieces, bells, plumes, flyers or terrets, hame-plates, ear-bosses and studs, and martingales. A big enough field, one would think, for the collector to harvest a representative crop without difficulty and at a very reasonable cost. That might have been possible as recently as 1944. In that year A. Turner wrote in *Chamber's Journal*: " As a comparatively novel hobby, this branch of collecting has much to recommend it. As an investment it is equally worth while . . . the old-time specimens will almost certainly increase in value as the years progress." They have. Since 1944 the price of an early Victorian brass has increased tenfold, that of a matching set on its leathers . . . well, I would not care to say.

To make a collection of matching brasses on their leathers has become really difficult. Take, for example, a matching set of brasses on a martingale. The usual number is six, but tens turn up from time to time and fourteen have been recorded, arranged in diminishing sizes, the smallest one usually being dated and sometimes bearing a name or a family crest. Each brass has a short length of strap passing through its loop and riveted securely to the martingale. You may still find a set like this in a sale occasionally, but when you do you are likely to find yourself faced by dealers who may well be bidding with an eye on the American market. There are some superb matching brasses on their leathers in the Bull Hotel at Denbigh.

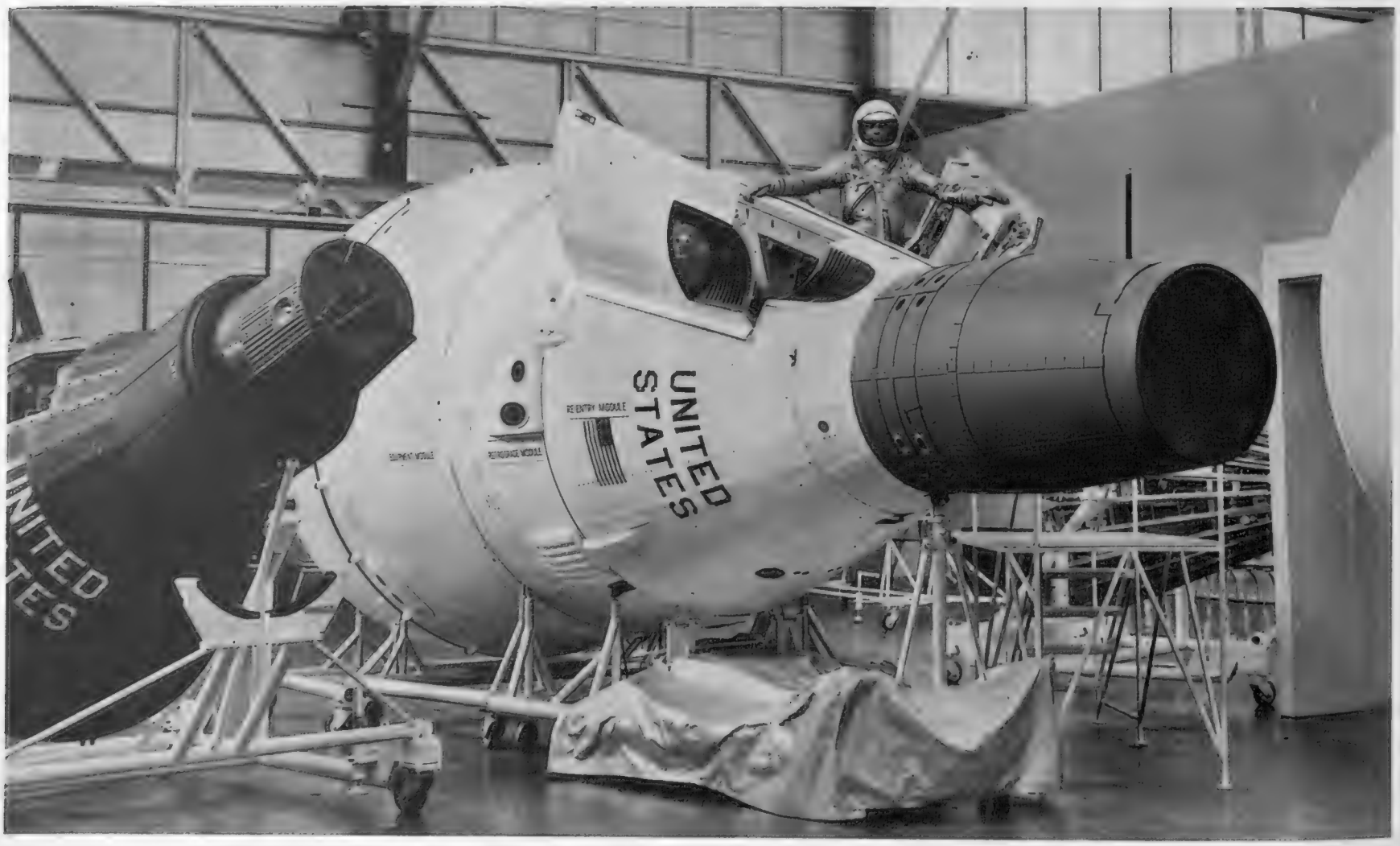
But it is still possible to pick up single brasses, representing regions or trades: the inexplicable dolphin of Wiltshire, the windmill of Lincolnshire, the waggoner of Sussex, the horse of Kent, the barrel of one brewery, the tally-ho of another, the Phœnix of a third, and so on. There are still plenty about, at a price, and they are snapped up by collectors just because they are old. There seems to be a fixed idea that a horse brass of pre-1914 must have been used on a harness, and is, therefore, genuine. But many were never so used. Heads of Shakespeare and Abraham Lincoln, Queen Elizabeth I on a horse, invariably in Victorian riding habit, and other representations, were not designed for the joy of carters. They were designed as souvenirs for the tourist trade.

Which makes me wonder about the modern horse brass. Yoxall was wrong in saying that horse brasses would soon cease to be made. There is a flourishing modern trade in these things as souvenirs. This is so flourishing that they are rapidly out-numbering the " genuine " horse brass. The modern horse brass is, naturally, regarded with contempt by the collector as a worthless thing. Many of the Victorian and Edwardian horse brasses were trashy souvenirs in their day, and that is not so long ago, and now have a rarity value for that very reason. They were so cheap they were not worth preserving. You know, I think it might be worth while making a collection of modern " horse " brasses, as an investment for the grandchildren.



A sequence of artist's impressions of the way the two-man Gemini spacecraft will go into orbit round the earth. From left these are: the launch on top of a Titan II booster rocket; the first and second stages of the rocket separate; and finally the spacecraft in orbit round the earth

TWO TOGETHER INTO SPACE



A full-scale mock-up of the Gemini spacecraft is shown alongside the much smaller Mercury craft, in which the U.S. astronauts have been taking their first steps into space

Looking down on the two-man Gemini spacecraft. It will weigh over three tons and will be fitted with twin ejection seats for the astronauts

Step by step, man is beginning to conquer space. By the end of this decade, the U.S. hopes to put a man on the moon. Last month, President Kennedy reaffirmed his country's intentions of pulling off this incredibly difficult and complex feat during a two-day tour of key American space installations. One of the places he visited was the plant of McDonnell Aircraft at St. Louis, the prime contractors for the two-man Gemini spacecraft. This is the next step after the series of longer and longer flights round the earth by American astronauts in the one-man Mercury space capsules. The Gemini will weigh more than three tons, or nearly double the weight of the Mercury. It will be placed in orbit round the earth, travelling at over 18,000 m.p.h., by a Titan II booster rocket, the first stage of which will develop 430,000 lb. of thrust, and the second stage 100,000 lb. The first launch is at present due to be made late next year. Next stage in the programme is the Apollo spacecraft for the journey to the moon. The National Aeronautics and Space Administration has just started to train a new batch of astronauts in readiness for the Gemini and Apollo programmes.

TRAVEL

THE MANY PASTS OF CYPRUS

By **GORDON COOPER**

Cyprus is one of the most beautiful islands in the Mediterranean. It is also one of the most historic, and it is today an amalgam of a dozen different civilisations, surviving incongruously side by side. After a recent exploration of its attractions—its mountains, beaches, wooded hills, blue sea and sunshine, wonderful climate, history, ancient monuments, and a most hospitable and friendly people—I am convinced that this recently-created republic has much to offer anyone wishing for a different kind of holiday, in a land which has not yet been flooded with tourists.

Within the Commonwealth, in the sterling area, and with few travel formalities, Cyprus is easily reached from England. You can fly there from London in just over six hours by B.E.A., in co-operation with Cyprus Airways and Olympic Airways; and an all-in fortnight's holiday there costs from £118 (Cooks). There are also approaches by sea from London, Venice, Genoa and Marseilles (consult Cyprus Travel Bureau). The hotels in the main centres can be recommended for comfort, service and good food; and the use of a self-drive car enables you to see the highlights of the island at leisure. While Nicosia, the capital, is an attractive base for excursions, I prefer Kyrenia, Famagusta, possibly Larnaca, all of which lie beside the sea. Limassol might also be considered, and in the mountains there are some delightful resorts, notably Troodos.

Cyprus is famed in mythology as being the birth-place of Aphrodite, who rose from the sea near Paphos. You will find legends of the past in many places, and the Antiquities Department issue some excellent leaflets on the various historical sites. The Tourist Information Bureau, too, in Nicosia, is both efficient and helpful. And as English is a common tongue, there are no linguistic difficulties to face.

What to see in Cyprus? In Nicosia, there are the Cyprus Museum, the Venetian Walls and the Selimiye Mosque. As in many parts of the world, drowsing ruins mingle with very modern buildings. There is also some night life.

From the capital it is only half an hour's run to reach Kyrenia. Here a tiny horseshoe-shaped harbour is set around with white houses having coloured shutters and little balconies. The famous Dome Hotel (awarded an "Oscar") is set right on the sea; and though there are no sands you can bathe pleasantly—all the year round. It is a great yachting centre and has racing once a week. Standing beside the harbour is Kyrenia Castle, the last of the great Crusader castles, which incorporates much of earlier date, including a charming Byzantine chapel. The oubliettes, where many a famous prisoner languished, are still to be seen. Although sheathed with massive walls, the castle was surrendered to the Turks without a shot.

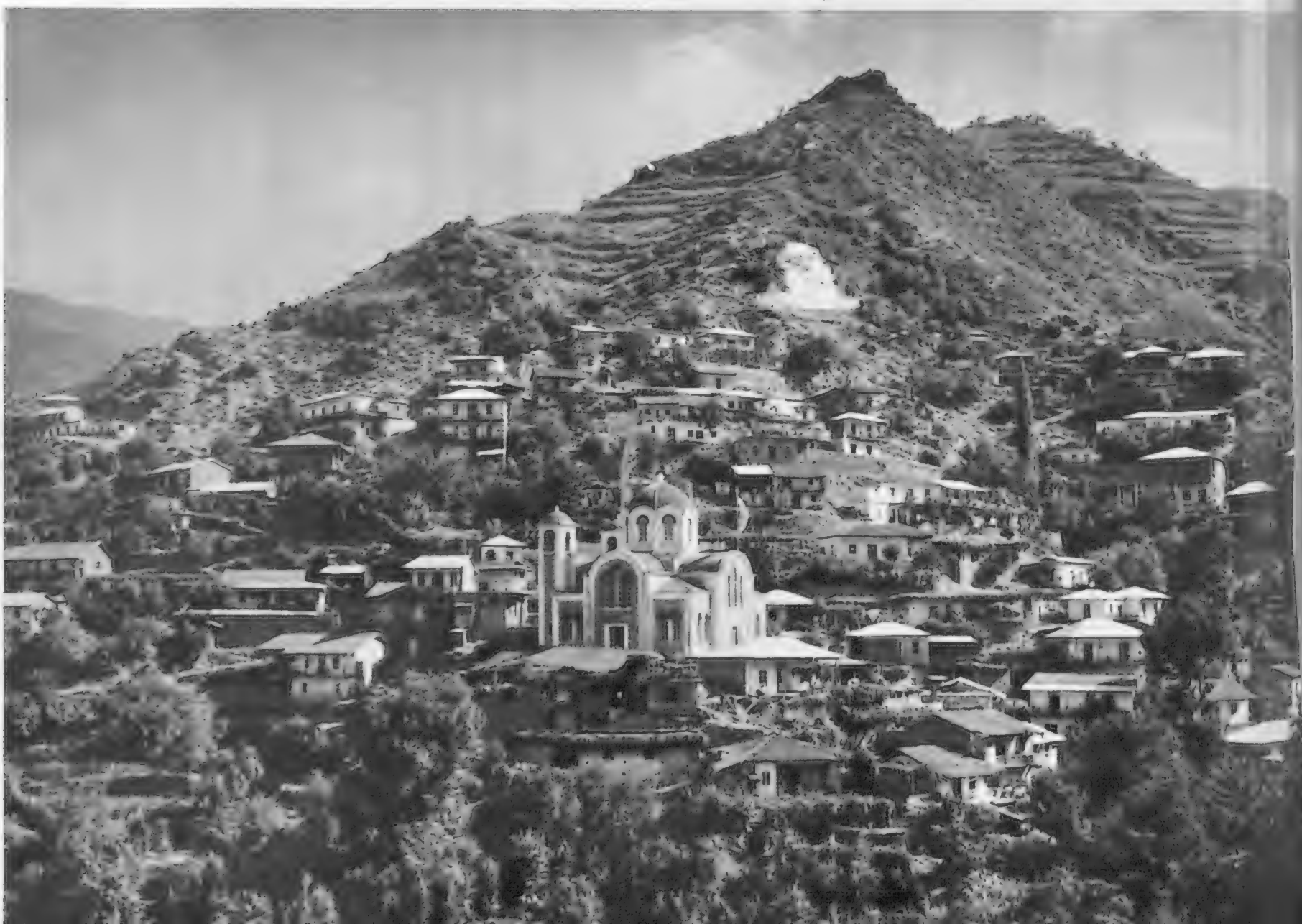
Not far from Kyrenia is the small village of Bellapais, with its ancient abbey, now deserted. Amid the ruins the thirteenth-century church is still in use, and the great vaulted refectory—one of the finest anywhere—remains intact, as does much of the cloister. The whole constitutes the finest monastic monument left by the Crusaders in the East.

Another breathtaking view is from the fairy-tale thirteenth-century castle of St. Hilarion, which is supposed to have inspired Walt Disney's castle in *Snow White*. It stands on a mountain-top behind Kyrenia. My liking for this resort is that I think it admirable for a lazing holiday.

For those who seek beaches, Famagusta is idyllic. It is also the chief port of the island, successor to other famous cities, whose ruins lie around and which are still being excavated. Among these, at Enkomi, there are the remains of a great Bronze Age city, possibly the ancient Alasia, whose kings shipped copper to the Pharaohs of Egypt. Even more famous are the ruins of Salamis, where statues and columns mingle with trees and carpets of flowers in a perfect setting, with seawards the Mediterranean blue. Outstanding in interest are the gymnasium and the basilica. The traditional founder was Teucer, son of the king of the Greek island of Salamis, and one of the heroes of the Trojan war.

Many Trojans came to Cyprus and built their own cities such as Paphos, Soli and others, and each ruled separately over his own domain; but the history of the island is a study in itself. Egyptians, Phœnicians, Ægeans, Greeks, Assyrians, Persians, Macedonians, Romans, Byzantines, Lusignans, Venetians, Ottoman Turks and British; all have come and gone.

Moutoullas village on the northern slopes of Troodos, showing a church in the Byzantine style



A view of the harbour at Kyrenia from the impressive Crusader's castle in the town

Larnaca is a dying town; charm and decay brood over this once thriving Turkish port. It will appeal especially to the escapist. It was the birth-place of Zeno the Stoic philosopher; yet little remains to prove its former greatness. A mile south of the town is the Salt Lake, a haunt of flamingoes in winter. Hala Sultan Tekke, mirrored in the lake, ranks among the most holy places of Islam, for it shelters the tomb of one of Mohammed's relatives. At nearby Kiti there is the Byzantine church of Our Lady of the Angel, which contains a seventh-century life-size mosaic of the Virgin. There is no finer Byzantine mosaic in existence.

West of Larnaca, along the southern coast, is Limassol, a busy town. Of the walled city, where Richard Lionheart married Berengaria of Navarre in 1191, nothing remains. More interesting is the countryside around. At Kolossi, on the road to Paphos, stands the massive keep of a castle built by the Knights of St. John of Jerusalem. At ancient Curium, a Grecian colony, there are interesting remains; and nearby is the Sanctuary of Apollo, one of the most famous Greek sanctuaries in Cyprus. Then, at Paphos, the homeland of Aphrodite, there is her famous sanctuary, while other places of interest in the vicinity include the Monastery of St. Neophytos (fine Byzantine frescoes), the hill-palace of Vouni, and the Tomb of the Kings at Ktima.

I can only mention briefly the important castles of Buffaventa and Kantara; the wonderful Byzantine church of Asinou (near Nikitari village), an ark on a hillside, in a lonely valley, whose magnificent frescoes date from A.D. 1106, and the Monastery of the Cross, at Stavrovouni, which was founded by St. Helena when she visited Cyprus in A.D. 326. It is famous for its relics. Finally, there is the extensive mountain massif, covered with pine, dwarf-oak, cypress and cedar, which culminates at the 6,400-ft. peak of Mount Olympus at Troodos. These mountains are usually snow-covered from January to March and ski-ing is a popular sport, while in summer it is a pleasant spot to escape from the heat of the plains, and the climate is equable and bracing.

All in all, this Mediterranean island fully merits Othello's recommendation: "You are welcome, sir, to Cyprus."

FOR FURTHER INFORMATION

Cyprus Government Office, 168, *Regent St. W.*1.
Cyprus Travel Bureau, 36, *Hampstead Road, N.W.*1. (*Travel agent*).

RECOMMENDED HOTELS:

Nicosia	Ledra Palace
Famagusta	Constantia; Florida
Larnaca	Four Lanterns
Paphos...	New Olympus
Kyrenia	Dome; Cœur de Lion
Troodos	Jubilee
Platres (Troodos) ...	Forest Park
Prodhromos (Troodos)	Berengaria

Kolossi Castle, built by the Knights of St. John of Jerusalem

BOOKS

GETTING A LAUGH

Entertaining views of many matters; biographies and this week's list of novels and thrillers

It is a splendidly incontrovertible fact that there really are people who enjoy laughter and occasions for laughing. To them I recommend Mr. S. J. Perleman's new collection of essays, THE RISING GORGE (Heinemann. 18s.). I am not at all sure that this book, or indeed any of Mr. Perelman's can be described as a tonic, as funny books so often and so inscrutably are. In any case, a tonic for what? But it is a delight, it is more constantly amusing than one has a right to expect even from such a humorist, and it is just crazy enough to prove that the author has been writing for that splendid body of people—the laughter-lovers.

WHAT THE BUTLER SAW (Michael Joseph. 25s.) used, in one's parents' day, to be the line with which holidaymakers were lured to look into mysterious machines on piers. Now Mr. E. S. Turner has chosen it as the title for his review of 250 years of the Servant Problem. (And if ever a problem deserved capital letters it is that one.) It seems that difficulties in these matters existed as far back as the beginning of the eighteenth century. Mr. Turner has written a work of specialised erudition and made it fascinating, occasionally horrifying and generally entertaining reading.

The new edition of THE SATURDAY BOOK (Hutchinson. 40s.) appears in a handsomely-boxed edition and is as full as ever of fantasy, invention, information, colour and fun. There are sections, abundantly and admirably illustrated, on Canal Boat Baroque, on American Gothic and on English Suburban, with a glance at South African Rococo and the dismal period of Art Nouveau. Less architectural but also concerned with decorative art is Miss Madge Garland's chapter on *The Changing Face of Childhood* and a small portfolio of *fin de siècle* photographs of nudes, which can never have been intended to be as hilarious as one now finds them. Altogether a diverting assemblage of items and an inspired choice for a present to the right person.

The two biographies this week deal with men whose fame has not outlived them but who, for reasons of strong individuality, accomplishment or their identification with a significant period in art or adventure, wholly deserve the attention of a biographer. LUCIEN PISSARRO (Constable. 32s. 6d.), by Mr. W. S. Meadmore, is the story of the son of Camille, one of the founders of the Impressionist movement, and an artist in his own right. Lucien's delicate and imaginative work as a painter and wood engraver, is indicated here in the illustrations and Mr. Meadmore's story of the whole Pissarro family shows them to be a courageous and affectionate unit. TIGER DUNLOP (Hutchinson. 25s.) is Mr. W. H. Green's account of the extraordinary life of a man who distinguished himself variously as a slayer of tigers in India, a *raconteur* and member of a literary group in London and finally, in the early nineteenth century, as a great character and near-legend in the backwoods of Upper Canada.

Mr. Henry Williamson's new novel, IT WAS THE NIGHTINGALE (Macdonald. 18s.), is the story of a man whose tragic loss of a young wife leaves him entirely desolate with a baby son, a cat and an otter cub for only company. The baby is cared for by others, the cat is independent and the otter escapes. It is the hunt for the little otter and his eventual rescue which provides the bereft man with the first re-birth of interest in a world become alien and dreamlike. Sensitively written and marvellously vital when it comes to the description of wild animals' lives.

THE TIME BEFORE THIS (Cassell. 12s. 6d.) is a brief novel by Mr. Nicholas Monsarrat in which, by the device of a story within a story, he tells of a man who finds a destroyed but once complete civilisation in the Canadian Arctic and accepts it as a parable and a warning to the present generation.

PEER GYNT at the Old Vic—in a scene from Ibsen's long play is Leo McKern (centre) as the hero. The play opened the new season at the Old Vic last week, on the theatre's remodelled stage—which has a new proscenium arch

CRICKET HEROES

A lavish miscellany and Hammond's biography

Outside the Commonwealth the world enjoys a hearty laugh about our pre-occupation with the game of cricket; but unabashed we remain, and for a host of reasons. Perhaps the best reasons of all are advanced by Australian Prime Minister Robert Menzies in his opening chapter to THE BOUNDARY BOOK (Macdonald. 25s.). Mr. Menzies, as he says, has been living under the pressure of events for a long while, for fifteen years as Prime Minister. To him the happiest hours of all have been spent on cricket grounds in England and Australia "watching the players whose art I admire but whose skill I could never emulate." Here is the cricket lover *par excellence*, revelling in its art and in its humanity. Mr. Menzies is only one of a host of contributors to *The Boundary Book*, which Leslie Frewin has edited on behalf of the Lord's Taverners, to which the Duke of Edinburgh has contributed a preface, and which is issued to help the funds of the National Playing Fields Association. Here is a cricket miscellany in words and pictures.

Every cricketing age produces its own dominant hero or heroes. From Grace to Dexter they are known to us, and not easily forgotten. One man with a special niche in fame is Walter Hammond, whose controlled grace and power of batting gave pleasure to so many in the twenty-five years up to his retirement in 1947. Ronald Mason's WALTER HAMMOND (Hollis and Carter. 18s.) is a delightful biography of a man who was the paladin of a whole generation of English cricket, and since his retirement to South Africa has lapsed almost entirely from the public view. Hammond left the game enriched, and, as he so rightly says, "it was good fun while it lasted."

Mr. Brian Magee is a rising young Labour politician; so he has accordingly written a book which takes a rise out of his elders, ranging from Emrys Hughes and Dick Crossman to Hugh Gaitskell himself. THE NEW RADICALISM (Secker and Warburg. 25s.) is an attempt to re-examine the foundations of Left-wing thinking in the belief that many of the old Socialist doctrines have become inappropriate in a modern, swiftly-changing setting. It is Mr. Magee's plea that the Labour Party today should not lose contact with the world of reality. The Labour Party, he concludes, "must transcend its origins and achieve passion in action." We can be sure that much more will yet be heard of this bustling, unflagging politician; but this political testament he has written will probably win him few friends and gain him little influence, not least because he uses that strangely suspect word "radical."

Taking the very sensible view that retirement is not for everyone an act of welfare, a goal to be eagerly anticipated by one and all, Nevil Tronchin-James has written an admirable treatise on the subject of ARBITRARY RETIREMENT (Cassell. 21s.). Dr. Tronchin-James, who has worked closely with Lord Beveridge, asks that the national problem of retirement should be considered in practical human terms; not in the hard-and-fast terms of the sixty-five-year age limit. If there were a scheme giving greater flexibility, he declares, much could be added to human happiness and millions might be added to the national income through the retention of high-quality man-power.

Imaginative, ominous and told with much of the Monsarrat forcefulness.

Mr. Paul Brickhill's THE DEADLINE (Collins. 16s.) is primarily an adventure story concerning a 1962 assassination in Paris, an Algerian political *coup* and the one man, an Englishman, who can identify the killer and is therefore a potential victim himself. High-powered and fast-moving.

CAVE WITH ECHOES (Secker and Warburg. 16s.) is, on the contrary, a tale balanced on the edge between fantasy and reality. Miss Janice Elliott, whose first novel this is, writes with style and assurance about a young man beset with terrors and memories; inadequate, impressionable and haunted. Her choice of theme is an odd one, even melancholy, but there is no doubt about her talent.

With PERSONAL FILE (Faber. 16s.) Mr. G. O. Jones confirms his position as one of the more interesting and freshest of the new wave of novelists. *The Catalyst* announced an original writer; the present novel proves that he is by no means that common phenomenon, the one-book man. As before, his writing is spare, immensely intelligent and controlled. There are no pyrotechnics but the most effective use of simple language, and of deep if objective compassion. This is the most attractive novel of the week.

From America come three novels by familiar and distinguished literary figures. William Faulkner, who died this year, had completed THE REIVERS (Chatto and Windus. 18s.), a vigorous, inventive comedy of the Southern States, showing all his mastery of characterisation and dialogue. Mr. Robert Nathan's A STAR IN THE WIND (W. H. Allen. 18s.) is a more profound and more important book than his recent ones: the story of a young man's quest, first for love and later for a real identity which he finds with his fellow Jews in embattled Israel after the war. Mr. Paul Gallico, whom one may now think of as British by adoption, has written CORONATION (Heinemann. 8s. 6d.), a short novel about a great day in 1953 and the effect it had upon a modest family from Sheffield who journeyed up to London to see their Queen.

There are two thrillers to recommend to you this week, however briefly. One is Miss Ngaio Marsh's HAND IN GLOVE (Crime Club. 15s.), which is set in the politer and, as it turns out, more lethal circles of the English countryside, and which is a real winner. And NO DUST IN THE ATTIC (Crime Club. 12s. 6d.), by Mr. Anthony Gilbert, an agreeably detailed story of police work, skulduggery and the machinations of that red-headed solicitor-sleuth, with the misleading name of Crook.

Vernon Fane

JOURNEY OF A LIFETIME (Arthur Barker. 12s. 6d.) is an earnest attempt to conjure up a modern-day pilgrimage to the Holy Land. The pilgrims were Anne Lawson and John Bonney, who made the journey for a television programme, and the narrator is the Venerable Carlyle Witton-Davies, who at one time spent five years in Jerusalem, latterly as Canon of St. George's Cathedral.

Finally a selection of recent paperbacks. Pelicans include PERSONAL VALUES IN THE MODERN WORLD (3s. 6d.), by M. V. C. Jeffreys; HITLER, by Alan Bullock (8s. 6d.); G. B. S. ON MUSIC (3s. 6d.). There are four Penguin handbooks for gardeners—TREE FRUIT GROWING (12s. 6d.), by Raymond Bush; GARDENING THE MODERN WAY (6s.), by Roy Hay; HOUSE PLANTS (8s. 6d.), by Margaret E. Jones; WATER GARDENS (7s. 6d.), by Frances Perry. Other paperbacks worth noting are A SHORT HISTORY OF SCIENTIFIC IDEAS TO 1900 (Oxford University Press. 10s.), by Charles Singer; and Volumes 3 and 4 of Sir Winston Churchill's A HISTORY OF THE ENGLISH-SPEAKING PEOPLES (Cassell. 10s. 6d. each).

Richard Edmonds

The gypsy Preziosilla (Josephine Veasey) with members of the chorus in Verdi's opera

Leonora (Floriana Cavalli)

LA FORZA DEL DESTINO

at the Royal Opera House

Based on a drama by a romantic Spanish nobleman, the Duke of Rivas, *La Forza del Destino* has a highly romantic and melodramatic plot set in eighteenth-century Spain and Italy and contains some of Verdi's most dramatic music. The new production of the work at Covent Garden, the second in the new season, is the first time the opera has been performed there since 1931. Produced by Sam Wanamaker, with set designs by Renato Guttuso, the production introduces three new singers to Covent Garden —Carlo Bergonzi in the tenor role of Don Alvaro; Nicolai Ghiaurov as the bass Padre Guardiano; and Floriana Cavalli, from La Scala, Milan, as Leonora.

Photographs by Reg Wilson

An animated crowd scene from the opera

Sir Christopher Hinton

CHAIRMAN OF THE C.E.G.B.

Photographed by Tom Hustler

Sir Christopher Hinton, K.B.E., F.R.S., Chairman of the Central Electricity Generating Board, was born at Tisbury, Wiltshire, in 1901. He attended Chippenham Grammar School and served a five-year apprenticeship at the G.W.R. Works at Swindon. In 1923 he won a prize from the Institution of Mechanical Engineers to go to Trinity College, Cambridge. He took first-class honours in the Mechanical Sciences Tripos at the end of his second year. In 1926 he was appointed to the staff of Brunner Mond and Co. Ltd. (now part of I.C.I.), and was made deputy chief engineer in 1928 and chief engineer in 1931. In 1940 he was loaned by I.C.I. to the Ministry of Supply and in 1942 he became Deputy Director-General in charge of the Royal Filling Factories. In 1945 he agreed to transfer to the Civil Service to take charge of the production organisation of the Atomic Energy Division of the Ministry of Supply. On the formation of the United Kingdom Atomic Energy Authority in 1954 he became a member of the board and managing director of the industrial group, and from 1946 to 1957 was responsible for the headquarters at Risley and for various factories. In September 1957 he left the A.E.A. on his appointment as chairman of the C.E.G.B. He was knighted in 1951. He is a vice-president of the Institution of Mechanical Engineers, and a member of the Institution of Civil Engineers, Chemical Engineers and Electrical Engineers, an honorary fellow of Trinity College, Cambridge, and an honorary associate of the Manchester College of Science and Technology. He has been awarded honorary degrees by six universities, and is the chairman-designate of the International Executive Council of the World Power Conference, which is due to meet in Melbourne, Australia, this month. Married, with one daughter, he lives in Dulwich. His hobbies are walking and gardening

BRITAIN'S NUCLEAR POWER PROGRAMME

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Electricity from nuclear reactors has been produced in Britain for several years; but it is only since June this year that power has been fed into the national transmission grid from commercial nuclear generating stations. Calder Hall and other reactors operated by the Atomic Energy Authority are either plutonium-producing plant with some by-product electricity output on the side, or experimental facilities. Berkeley and Bradwell, the first two nuclear power stations brought into operation by the Central Electricity Generating Board this summer, were designed from the beginning to generate power; for them plutonium is the by-product.

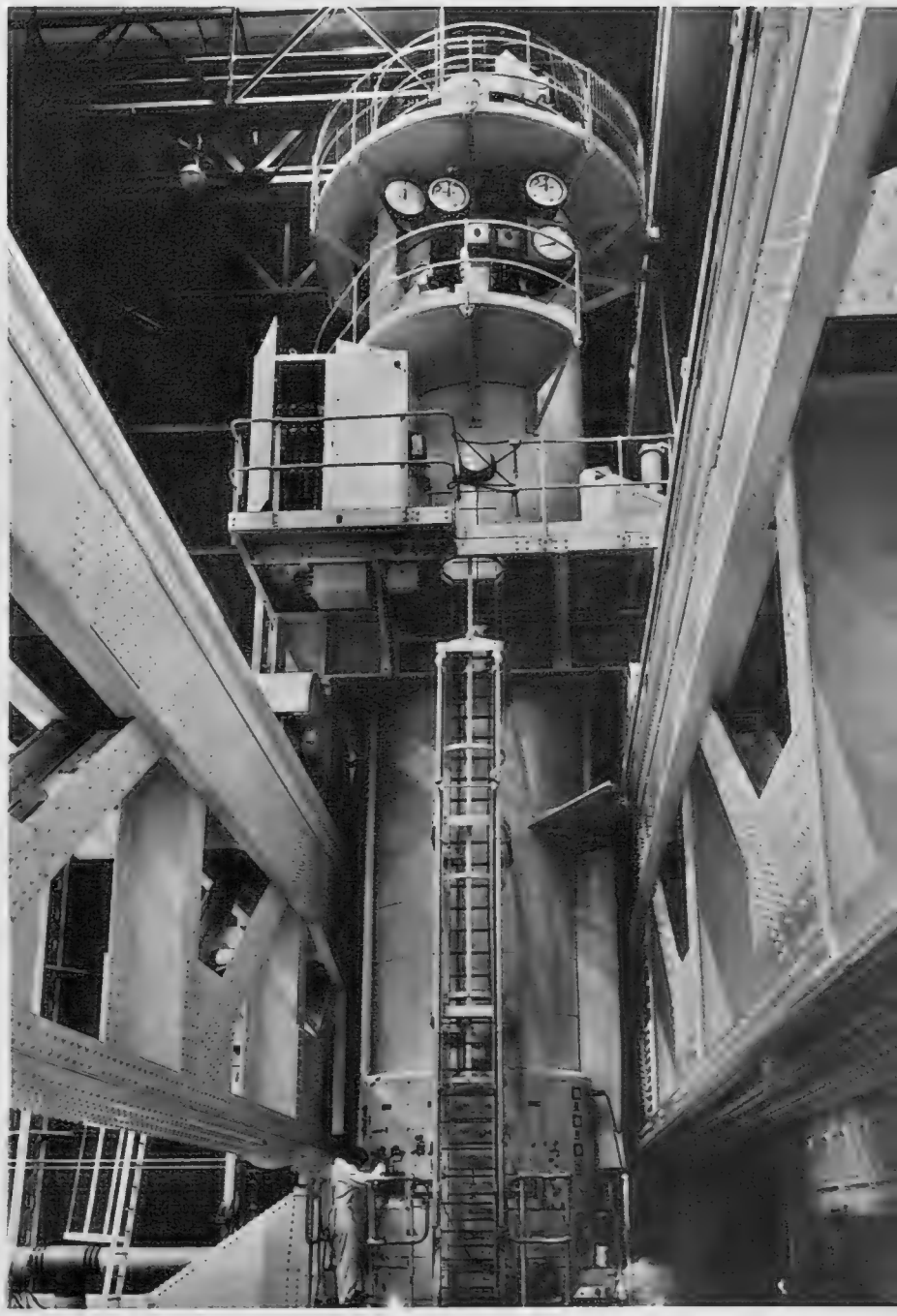
Seven years after Britain first decided to go in for a nuclear generating programme, we are getting the first results of those decisions, and are able to re-assess the optimism and pessimism about nuclear power that followed one upon the other in the meantime. After those initial, cautious decisions, there came about the time of Suez a feeling that coal would become insufficient and oil might be insecure. There was a revision of the programme upwards, trebling the amount of capacity that it was intended to install during the early '60's.

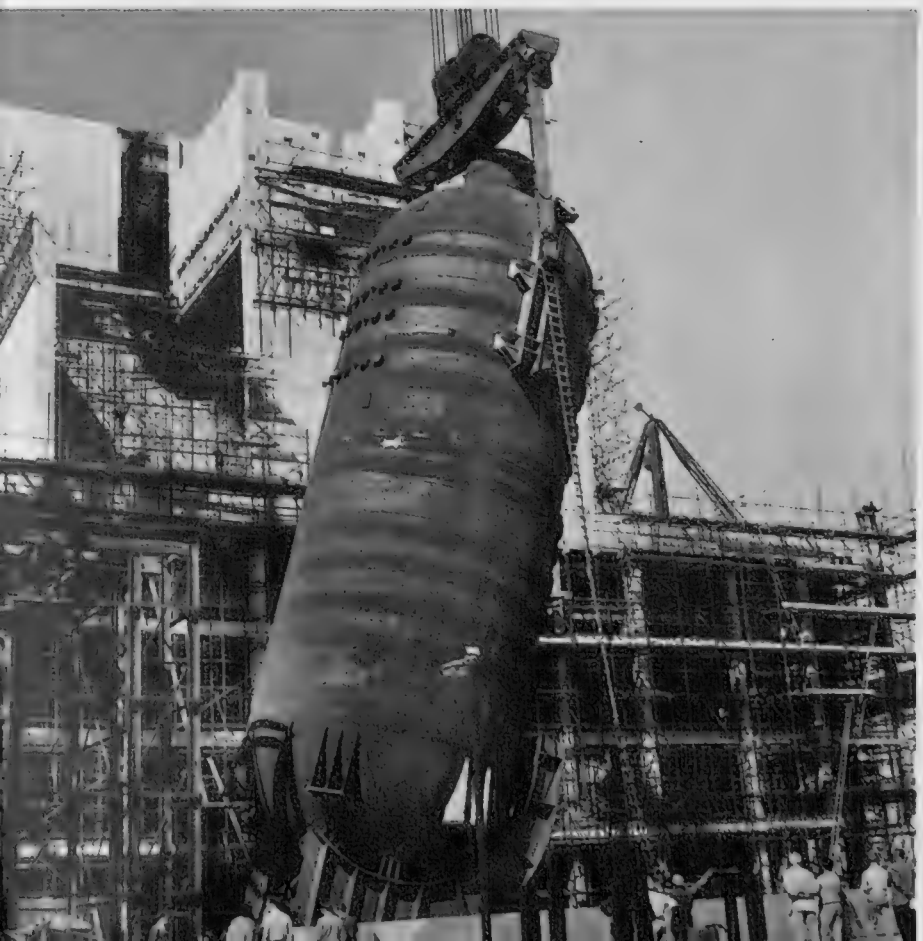
Only two or three years later, with coal hard to sell and oil in developing surplus around the world—and with dramatic cuts achieved in the construction costs of conventional generating stations that can burn these fossil fuels—it became clear that nuclear electricity would take longer to achieve parity in costs than had been hoped. The programme was eventually reduced in scale, to fewer, bigger stations, spread out over a rather longer time. But critics of the kind of nuclear station that Britain had chosen to develop suggested that it should have been cut back even further, and more interest taken in other kinds of design that had been developed abroad.

Today, with a resurgence of interest in long-term planning, people here as well as on the Continent are having to think about "fuel policy"; and the moment that one looks ahead to the longer term, nuclear power bulks larger in one's perspective. The likely growth of the nation's electricity demand—which remains extremely rapid, doubling about every ten years—may well by the mid-'70's begin outrunning the practicable supplies of coal for electricity generation.

There is no question of outrunning practicable supplies of oil, admittedly. Nevertheless, when any power supply system invests tens of millions of pounds in a massive power station, it has to think about the primary fuel supplies to that station not in its early years, but over, say, twenty to thirty years' working life. Oil is very cheap now; but not many suppliers of it are anxious to make long-term supply contracts for fuel oil at fixed prices, simply because some elements in oil prices, like tanker freights and Arabs, are by nature volatile.

Moreover, nuclear engineers are now prophesying rather more confidently that by 1970 nuclear generating costs will be fully competitive with those of power from the most modern stations using fossil fuels. The two stations that have so far come into commission are not; they make power at about a penny a unit, against 0·6d. from the most modern conventional stations operating now. But the latest stations that the C.E.G.B. is building, for commissioning in the late '60's, may well





The charge/discharge machine of No. 2 Reactor of Bradwell Nuclear Power Station in Essex. **Left:** Lifting the first of four heat exchangers for No. 1 Reactor during construction of Dungeness Nuclear Power Station, Kent. Both stations are designed and built by The Nuclear Power Group, a consortium consisting of Associated Electrical Industries Ltd.; Clarke, Chapman and Co. Ltd.; Head, Wrightson and Co. Ltd.; Sir Robert McAlpine and Sons Ltd.; C. A. Parsons and Co. Ltd.; A. Reyrolle and Co. Ltd.; Strachan and Henshaw Ltd.; John Thompson Ltd.; and Whessoe Ltd.

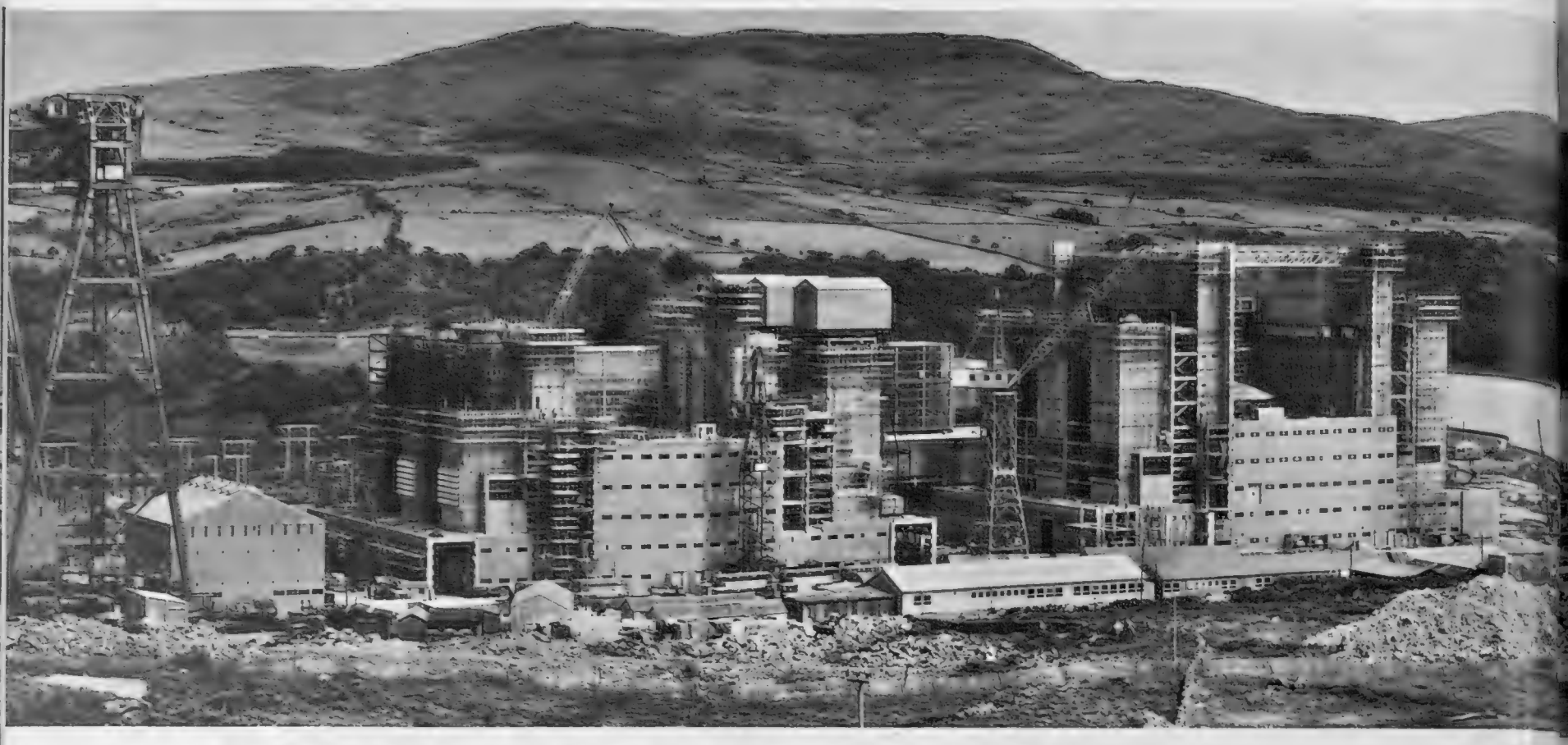
bring that down towards a halfpenny a unit, power as cheap as the biggest and most efficient coal or oil stations one can design (which have their own technical problems, too). And if one accepts these estimates, it is hard to assume that technical progress in this still terribly young technology will stop just at that point.

Once a substantial block of nuclear capacity is in operation—say the 3,000 or more megawatts represented by the Berkeley, Bradwell, Hinkley Point, Trawsfynydd, Dungeness, Sizewell, Oldbury, Wylfa stations and others due to come in over the next five years—experience with it will almost certainly offer some windfalls of advantage as well as teething troubles. The original C.E.G.B. programme, remember, was decided on even before Calder Hall was operating; all the design of the last few years has been carried through in a shortage of actual operating know-how. From now on experience will be building up rapidly; so will experimental data about other kinds of reactors in the pilot plant stage here and abroad.

At some time during the '70's, therefore, it is logical to assume that the cost comparison may tip over; that nuclear generation may begin setting the ruling cost of electricity, above which it will become unwise to invest in conventional stations.

Nuclear stations cost so much to build that they will have to be used round the clock, virtually continuously; the early nuclear

(*Continued on pages 32-33*)



A panorama of Trawsfynydd Nuclear Power Station, in Merioneth, by Atomic Power Constructions Ltd. (a consortium made up of International Combustion (Holdings); The Fair-

BRITAIN'S NUCLEAR POWER PROGRAMME

(*Continued from previous page*)

stations, in particular, may have to be kept in the "base load" category of power generation for much longer than the modern conventional station commissioned at about the same time. This means that nuclear generation will account for a much bigger share of annual consumption than it will of the total plant installed.

The Atomic Energy Authority is well ahead with a prototype "advanced gas-cooled reactor," as the next step from the Magnox systems used in the stations C.E.G.B. has on order; though these, from the first to the latest approved, already offer considerable economies in generating costs. The A.E.A. has also begun to study reactors using heavy water, developed in the United States and Canada; at Dounreay,

The skirt and lower course for No. 1 Reactor pressure vessel is lowered into place at the 580 MW Sizewell Nuclear Power Station in Suffolk. Sizewell is being built by the English Electric, Babcock and Wilcox, Taylor Woodrow Atomic Power Group

Constructing No. 1 Reactor of Hunterston Nuclear Power Station, in Ayrshire. In th contractor for Hunterston, which is being built for the South of Scotland Electricity Boar sub-contractors to G.E.C. are Simon-Carves Ltd; Motherwell Bridge and Engineerin

pany; and Richardsons Westgarth and Company); and Crompton Parkinson and Nuclear Civil Constructors. Trawsfynydd is the only inland civil nuclear station in Britain

in north Scotland, it already has a fast reactor in operation, and it is planning a larger prototype soon. Just which of the advanced systems on offer at home—and abroad—the Generating Board will choose to follow the succession of Magnox reactors still remains to be seen. It has a growing expertise in nuclear matters, and its own elaborately equipped research department; in this branch of engineering there is no longer quite the dependence upon the A.E.A. alone that used to be the case a few years ago. Moreover, the latest Magnox Stations it is now having built, with cost-saving techniques such as the use of reinforced concrete instead of steel plate to shield the reactors, may produce power nearly as cheaply as the various " advanced " reactors.

No other country has followed Britain into such a large investment of national effort in this entirely new kind of engineering, or has so many firms with experience as members or major suppliers to the nuclear consortia. The United States, which has far more money to spend on experimental reactors and which is in any case a country with generally low costs for conventional forms of fuel, has concentrated on research rather than practical generation. Its breadth of effort, investigating many alternative systems, has made it a powerful competitor in bidding for stations overseas; last month it beat Britain and other bidders to secure an order from India. The Russians appear to have slackened off their nuclear programme in recent years, owing to the rapid development of natural gas, in addition to their abundant oil. Western Europe will perhaps have to come to practical nuclear generation earlier than

(*Continued overleaf*)

ography, glazing is well advanced. The main he General Electric Company Ltd. Main Ltd.; and John Mowlem and Co. Ltd.

The two reactors, administration buildings and workshops of Berkeley Nuclear Power Station, in Gloucestershire, midway between Gloucester and Bristol. Now in operation, the 275-MW station was built for the Central Electricity Generating Board by the Nuclear Power Group

The cooling-water intake structure, 2,000 ft. out in the Bristol Channel, of Hinkley Point Nuclear Power Station, in Somerset. The 500 MW station is built by the English Electric, Babcock and Wilcox, Taylor Woodrow Atomic Power Group

At work on the installation of Thermal insulation of the bottom crown of No. 1 Reactor pressure vessel at Hunterston

(*Continued from page 33*)

either of these super-powers; but Euratom is still well behind Britain.

By 1970-71 the Generating Board expects that about 15 per cent. of Britain's electricity consumption will come from nuclear reactors; in the A.E.A., it is prophesied that by the mid-'70's nuclear generation will account for a third of the total. Electricity seems rapidly to be becoming the dominant form of energy consumption of our time. Its growth in relation to other fuels, and the growth of nuclear generation within it, suggest that in fifteen to twenty years' time atomic power may be shifting the whole balance of Britain's fuel economy.

The start of discharge elements down the discharge well during charge face tests of No. 1 Reactor at Berkeley

BRITAIN'S NUCLEAR POWER PROGRAMME

Nuclear Power Stations for the Central Electricity Generating Board

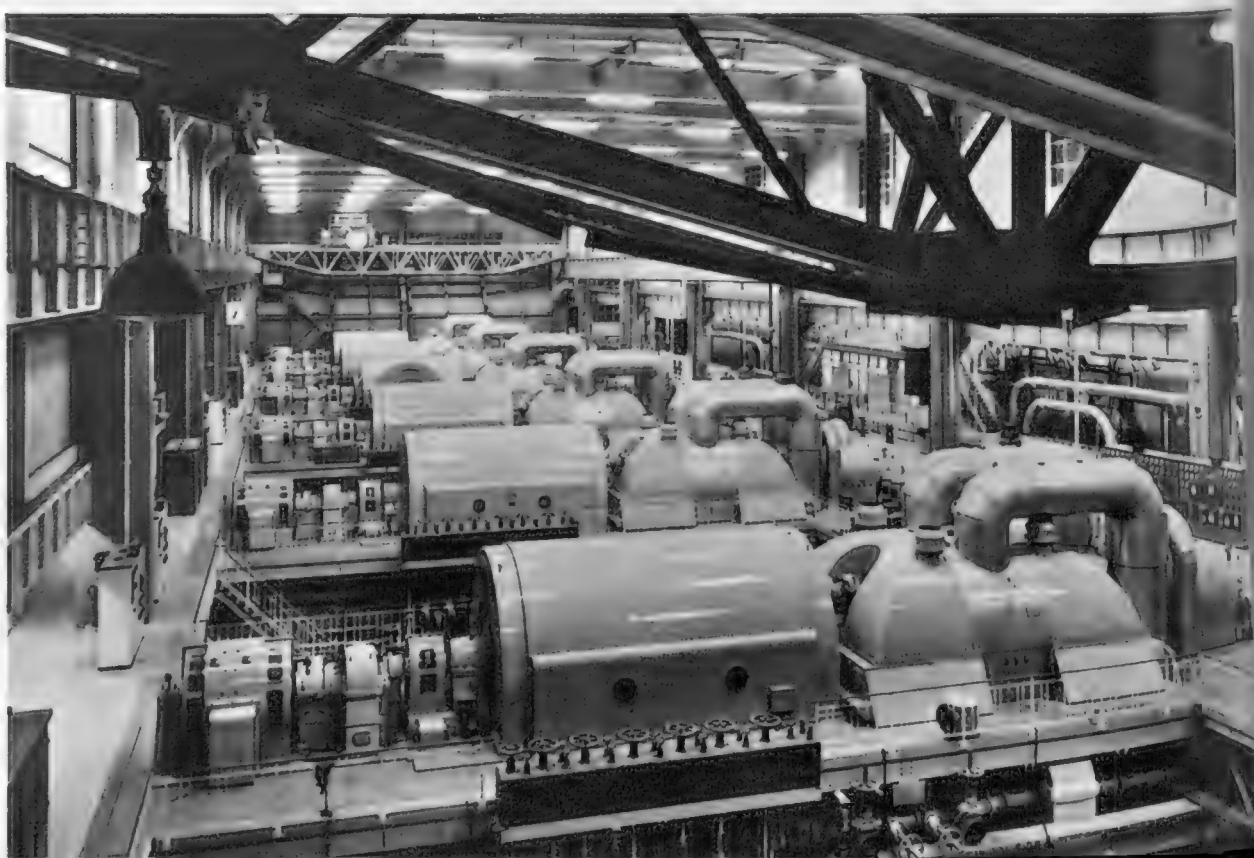
In operation:	Berkeley, *rated at*	275 MW	
	Bradwell	300 MW	
Under construction:	Hinkley Point	500 MW, *to be completed*	1963
	Trawsfynydd	500 MW	1964
	Dungeness	550 MW	1964
	Sizewell	580 MW	1965
	Oldbury-on-Severn	560 MW	1966
	Wylfa (Anglesey)	1,000 MW	1967
Not yet started:	Hinkley Point B	1,000 MW	1969

Nuclear Power Station for the South of Scotland Electricity Board

Under construction:	Hunterston	300 MW

A wall of rod position indicators in the Central Control Room at Bradwell Nuclear Power Station

The interior of the main turbine hall, with the six 52 MW turbo-alternators at Bradwell, in Essex. The 300 MW station in Essex is now in operation



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INDUSTRY AND THE STOCK MARKET

OFFICE AIDS

By "THE SPHERE" CITY CORRESPONDENT

One of the most exciting among all current developments, is the comment on Xerography that comes in the annual report of the Rank Organisation, the giant cinema and industrial group. Xerography is one of the leading names in copying, a development of office equipment that has grown very fast over recent years. Xerography was developed by the Haloid Corporation of the United States, now renamed Xerox Corporation. Xerox, whose earnings have increased five-fold in the last five years, have formed a fifty-fifty partnership in Britain with Rank. This joint company, Rank Xerox, has only just begun to earn profits, but Mr. John Davis, now becoming chairman of Rank, has forecast a major expansion in profits by 1965.

Britain's office equipment business is now reckoned to sell about £100,000,000 a year. This is larger than any corresponding industry in Europe, while office equipment firms export no less than 60 per cent. of total turnover. This high export ratio shows that Britain's office equipment makers have little to fear from this country's possible entry into the Common Market.

Acknowledged leader in the office printing business is Gestetner, the £11,000,000 London concern whose profits have risen by more than 50 per cent. over the last five years. For the period to last March, Gestetner earned just over £1,300,000 after all charges, of which shareholders received roughly one-quarter—reflecting a virtual doubling of dividends over the five years. Lord Nathan told shareholders earlier this year that Gestetner were now established throughout the Eastern Hemisphere and held out striking expansion possibilities from the offset litho reproduction process. He also pointed out that Gestetner have sold in Common Market countries for over half a century and welcomed any reduction in tariff barriers.

But the Rank Organisation's major competitor for its Xerox equipment will probably not be Gestetner but the Ozalid group. Well established in drawing office equipment, Ozalid have bought Block Anderson and Kolok in order to gain access to office equipment. Ozalid have produced a cheaper copying machine than Rank Xerox, but it is believed in the City that it will be some time before Ozalid show any large profits from this—and in any case a large part of the potential profits will probably come from the supply of materials. But even without the Block Anderson and Kolok merger (that company was itself the product of a recent take-over) Ozalid's expansion record has been impressive. Net profits almost exactly doubled in the five years to 1961, reaching £370,000 after tax, while a further increase has been reported for the first half of 1962.

Both Ozalid and Rank Xerox operate a hiring business, so that the build-up of profits is necessarily gradual. But once initial momentum has been established, further expansion can be impressive—as International Computers and Tabulators have shown in their more specialised office equipment. But while investing in Ozalid is simple, through the 5s. ordinaries, a buyer of Rank Organisation 5s. shares is also acquiring an interest in cinemas, plus a wide range of industrial and varied activities.

People who are especially attracted by office equipment shares and not deterred by a possibly speculative investment, might consider A. Kershaw. This company, which emerged from Rank's rather complex financial structure, holds as virtually its only asset a 40 per cent. interest in Rank Precision Industries. This company in turn, while not quoted on the Stock Exchange, shares the 50 per cent. interest in Rank Xerox with the Rank parent company.

Apart from the growth prospects of copying companies, one feature of Britain's office equipment industry is the rising profits made from supplying ancillary equipment, such as paper and copying materials. One of the oldest-established groups specialising in this side is Lamson Industries, an £18,000,000 concern whose interests range from Caribonum carbon paper to Sumlock comptometers and Anson copying machines.

Profits nearly doubled between 1958 and 1960 and shareholders' dividend was raised from 10 per cent. to 17 per cent. But in 1961 the rate of expansion slowed down and the group reported a slight fall in profits for the first half of 1962. Full year's profits are expected at least to reach the 1961 level, partly because of Lamson's new electronic desk calculator, anticipated to achieve a substantial output by the end of 1962.

Despite this year's sharp fall in share prices, most office equipment shares still give low yields. Gestetner, one of the City's favourite equities in this sector, offers little over 2 per cent., though the dividend is unusually well protected. Ozalid and Lamson yield about 3½ per cent., and both seem attractive to investors looking for medium-term capital growth and useful interim income. Lamson's greater size and wide range of interests are offset by Ozalid's growth record and its stake in copying. For investors who are prepared to dilute their interest in the industry, Rank Organisation ordinaries may appeal. These shares, now yielding 4½ per cent., give a wide spread in fast-growing leisure industries as well as the basic, and now reviving, cinema side.

GOOD LIVING

By Ganymede

The new wine list at the Charing Cross Hotel, which is typical of the British Transport hotels, includes a number of new additions. These suggest more than just keeping the list up to date by the inclusion of recent vintages. It is apparent that a special effort has been made to introduce more variety to a list which I have always considered interesting.

Mr. G. Oger, who took over as "Officer for Wines and Spirits" to the B.T. Hotels and Catering Services about a year ago, is responsible for the introduction of many new items. He has increased the number of estate bottled hocks and Moselles with some fine 1959 examples. New on the list are two white wines from Bordeaux: Cuvée Extra Sec du Château Filhot 1960, and that pleasant, fairly dry Graves, Château La Tour Alain 1959.

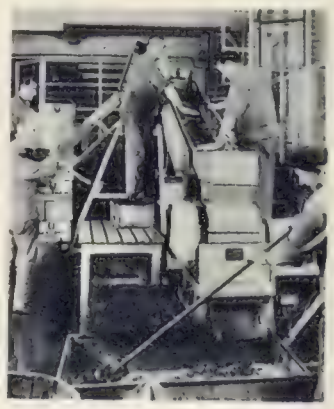
Mr. Oger has added, also, some light, lesser-known wines, such as a very fresh Muscadet, Cuvée des Aigles, and the well-known Pouilly Fumé of Château de Nozet. The lists of clarets and red burgundies have no new additions. These have always been very strong, but again, to please the younger clients, the number of rosés has been increased to five. This includes an Anjou, a French-bottled 1960 Tavel, one from Provence and the ubiquitous Portuguese Mateus. Altogether a fine list made even better by the new additions.

I greatly admire the selection of wines in this great organisation. Every wine is chosen with the greatest care, and I find that they invariably represent excellent value for money. I cannot agree with one or two critics who complain that the prices are kept too high in these hotels, where the cheapest bottle costs £1.

I also admire the wines available in British Railways dining cars, which are supplied from the same source. For example, the claret, labelled simply Médoc, priced at 17s. on the trains, is first-class value. It is a good wine, and it is no use saying that it is "only a Médoc," for under that name many different qualities of wine find their way on the market.

It is a mistake on the part of the critics to judge the value by the label only. It is much more important to taste the wine in the bottle. That, and that alone, is the only fair basis for comparison.

Regarding the prices charged in the British Transport hotels, I again feel that the critics are unfair. These are all first-class establishments—at least the ones I know—run efficiently, and with a high standard of comfort and service. In such places a large proportion of the services rendered are taken for granted, although they do not appear on the clients' bills as such. This means that, to avoid losing money, a proportion of the overheads has to be charged to every single meal, and every bottle of wine. So it is obviously not fair to compare the hotel prices with those charged in the nearest pub.



Examining and sorting the fruit, a stage in the production of Régnier Cherry Brandy. **Below:** Removing stalks before crushing

M. Robert Cointreau in person introduced last week to the British market three new liqueurs produced by his world-famous house. They are Cherry Brandy, Apricot Brandy and Raspberry Brandy, and they are to be known as Régnier liqueurs.

He explained the reason for the use of a different name. First of all it is to avoid confusion with Cointreau, which the world over means one particular kind of liqueur, a Triple Sec White Curaçao, which has become known under the simple name of the firm, Cointreau. Régnier was originally the name of a Dijon firm, specialising in fruit liqueurs, which had been "taken over" by Cointreau several years ago. All three new liqueurs are made with fresh fruit grown near the firm's distillery at Angers.

The presentation is elegant, in triangular-shaped bottles, specially designed by a well-known French industrial designer, Albert Pradat, with unusual foil labelling. There is no cork at all, a gold-coloured plastic cap seals the bottle, and can be used after it has been opened.

The alcoholic strength and retail prices are as follows: Cherry Brandy, 44 per cent. proof, sells at 38s.; Apricot Brandy, 61·5 per cent. proof, at 47s.; and the Raspberry Brandy is 53 per cent. proof, selling at 43s. a bottle. I understand from the sole importers, Messrs. W. Glendenning and Sons of Newcastle that stocks of the new Régnier liqueurs are available everywhere in the United Kingdom.

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MOTORING

AT THE PORTE DE VERSAILLES

Impressions of the Paris Salon; new models from Vauxhall and B.M.C.; and other topics

By **COURTENAY EDWARDS**

The Paris Salon is not quite the same now that it has been pushed out to the Porte de Versailles. Diving into a hole in the ground outside the Crillon to catch a train on the Metro hasn't the same appeal as a leisurely saunter up the Champs Elysées to the flamboyant Grand Palais, home of the Salon for sixty years.

Still, the new place has advantages. The Grand Palais was very crowded. At the Porte de Versailles there are 30 acres of roofed-in space. For the first time for thirty years the whole show—cars, lorries, motor-cycles, accessories and scooters—is gathered together in one place and it is easy to wander from one to another of seven big interconnecting halls.

In the Salon, which opened on Thursday of this week, Britain is again strongly represented. This is as it should be with so much talk of our joining the Common Market and with international competition getting so fierce between the leading manufacturers of the inexpensive family saloons which are their bread-and-butter line.

Here in Paris we can see assembled under one roof for the first time the new economy models which, developed at a cost of millions of pounds in each case, will in the coming months be fighting it out in the world's leading export markets: Britain's Ford Cortina and Morris 1100; France's Renault 8 and Simca 1000; Germany's Opel Kadett and Ford Taunus.

Britain, while giving a vigorous account of herself in the field of popular motoring, has by no means neglected her role as the world's leading supplier of sports cars and quality saloons. The Paris Salon gives plenty of evidence of this on the stands of firms like B.M.C., Ford, Vauxhall, Rootes, Standard-Triumph, Rolls-Royce, Jaguar and Rover.

Two of these firms have announced important new models during the past week in time for inclusion at the Salon: Vauxhall and B.M.C. The Luton branch of General Motors has brought out completely restyled replacements for its 6-cylinder Velox and Cresta models and B.M.C. have introduced an MG version of the Morris 1100 which should do particularly well in the U.S., where sports cars of this *marque* have sold in large numbers since the war.

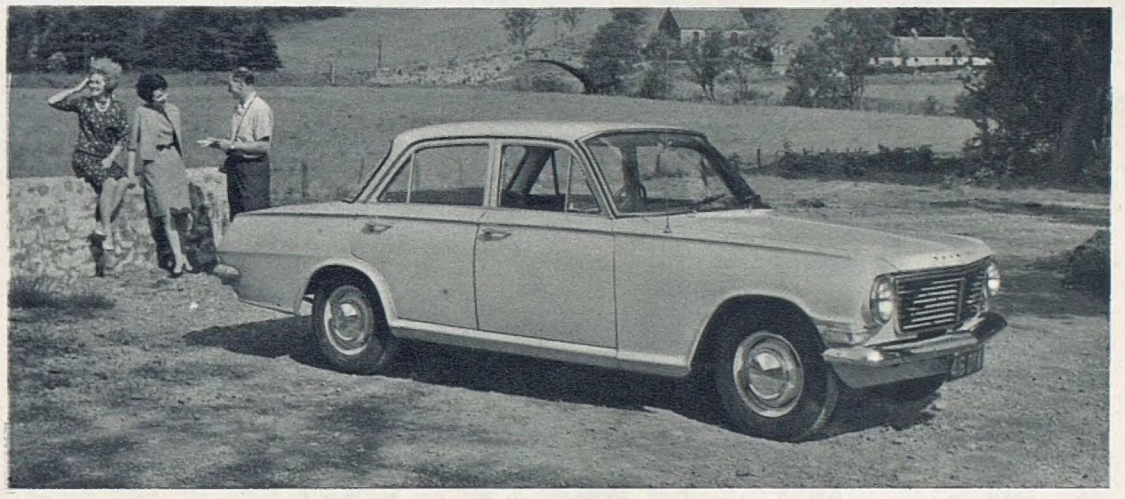
I like the look of the new Vauxhall sixes. They bear a strong family resemblance to the firm's smaller Victor, probably the best-looking car they have ever built. Their lines are crisp and simple, with a minimum of ornamentation. I am glad their stylists resisted the temptation (if, in fact, they *were* tempted) to fit four headlamps, which I consider suit the appearance of only the biggest cars, though I am now convinced that four headlamps do a rather better job than only two.

More surprising, perhaps, is Vauxhall's decision to stick to a three-speed gear-box, with steering-column control. There is synchromesh on all three ratios, however, and customers can specify over-drive or fully-automatic Borg-Warner transmission. These six-seat, 2·6-litre saloons have more head-, leg- and shoulder-room than the old models—6 ins. more leg-room is shared between the back and front seats—and there is a more attractive interior, with a walnut-faced dashboard padded on top for safety. There is a choice of leather or nylon upholstery at no extra cost in the Cresta.

The new Vauxhalls have a lower centre of gravity, power-assisted disc brakes at the front are a standard fitting, the hand-brake has sensibly been taken from under the fascia and placed beside the driver's seat and the few remaining greasing-points (on the front suspension) merely need attention once every 30,000 miles.

Estate car conversions of the new 6-cylinder Vauxhalls will be offered later on by Friary Motors of Basingstoke. Meanwhile, the Luton firm have announced a de luxe version of their 1½-litre Victor estate car which will probably cost £870, including purchase tax. It has leather upholstery as standard and separate front seats of great comfort. Externally, the new estate car can be identified by a slim bright-metal moulding along the shoulder-line, chrome exhaust pipe and a distinctive wheel finish.

B.M.C.'s new MG 1100 is a plush edition of the recently-announced Morris 1100 with a different radiator. It makes its appearance as part of the Corporation's policy to keep alive its famous *marque* names—Austin, Morris, Wolseley, M.G. and Riley—within the framework of a bold rationalisation policy. This has been successfully exemplified by its "Farina" 1½-litre range (now with engines of 1·6 litres) and more recently (but less successfully, in my opinion) by the Riley Elf and Wolseley Hornet versions of the front-wheel-drive Minis.



The new Vauxhall Velox, which has more interior space than its predecessor

The new four-door MG costs £812 5s. 3d., including tax, compared with £661 for the two-door Morris 1100 and £675 for the four-door model. Twin S.U. carburettors give the 1,098-c.c. transversely-mounted engine a rather better performance than the Morris. It has a top speed of 85 m.p.h. and accelerates from zero to 60 m.p.h. in 20 seconds.

It shares with the Morris all the sophisticated design features incorporated in this latest Issigonis creation, including the Hydrolastic interconnected suspension developed by Moulton. This has rubber cone springs at each wheel interconnected laterally by narrow-bore pipes containing a frost-proof fluid. The system obviates the need for conventional dampers and gives a soft ride at low speeds with a progressive stiffening as the car goes faster.

There are 8-in. disc brakes on the front wheels, bucket seats at the front, generous room inside while still leaving 9½ cubic feet for the luggage-boot, optional leather upholstery and only four greasing-points.

I had the chance just before the Paris Salon to try out the latest version of the Elva Courier, which has been greatly improved and developed since it was taken over from Mr. Frank Nichols by Mr. Peter Agg's Croydon-based Lambretta-Trojan Group. Samples of this 105-m.p.h., M.G.-engined sports two-seater will be on view at the London Show to which Trojan (an old-established member of the Society of Motor Manufacturers) returns after an interval of many years. The price is £965 10s. 0d. and in kit form £716.

Elva is not represented at the Paris Salon but I have seen a coupé version of this lively car running around in Paris with Mr. Dave McMullan, sales manager, at the controls. The plastic-bodied, disc-braked Courier now has a stiff, box-section chassis frame, the finish has been greatly improved and I understand the reverse-angle rear window of the hard-top edition is giving way to a streamlined back end.

More important, independent rear springing is being introduced, with disc brakes mounted inboard, and in this form the Courier will have a small seat at the back for children. The Elva will be powered by the 1,622-c.c. MGA engine as long as it is still in production and will then have the new 1,798-c.c. MGB unit. Certain versions of the Courier are still available in kit form for the build-it-yourself enthusiast but Trojan policy is to concentrate on the production of fully-assembled cars.

It's a crazy world. . . . Up go Renault prices in France, down they come in Britain! Across the Channel the R4 economy car costs between 2·7 per cent. and 4·4 per cent. more. The price rise follows the trend set by Citroen and Peugeot following an increase in steel and other production costs.

In Britain the all-in cost of certain Renault models has been cut by from £11 to £64 under a new price structure policy announced in London by M. Pierre Dreyfus, the Renault boss. In making these reductions and fixing the U.K. price of their new R8 saloon at £764 Renault have "anticipated" all the import duty reductions that may be made by Britain (whether we join the Common Market or not) "until the rate of duty is cut to half its present level." The quote is from a speech by M. Ordner, top Renault man in Britain.

Briefly . . . . H. A. Fox and Co., London, Rolls and Bentley retailers, have concentrated their servicing and coachwork repairs at Lichfield Garage, Richmond (Surrey), which is also the H.Q. of their subsidiary handling N.S.U., Peugeot and VW cars. . . . Mr. Ernest Marples saw, at Blackbushe Airport, a demonstration of the Darfen arrester barrier, a PVC-covered chain-link fence designed for use on the dividing-strip on Britain's motorways.

IN QUEST OF GOOD HOTELS

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LEAVES FROM MY DIARY. For many years I have kept—with more or less regularity—a five-years-to-a-page diary. Looking back over the last fortnight in October, pleasant memories have been revived of the fall of the year, ranging from the Vienna Woods to the Valley of the Loire, Deeside and Thames-side, the New Forest and Exmoor, the Chilterns and Cotswolds.

Britain, as a whole, is rich in autumn tints, and if you have still some colour films to use up, now is the time to make your plans. One area I have happy personal memories of in October is in and around Oxford. I recall the evening haze in Blenheim Park, Woodstock, an unbelievably fine still day on the Thames at Burcot and the mellowness of Oxford and her colleges.

For complete rurality and quietude, seek out *Studley Priory*, seven miles only from the centre of Oxford. We knew it first as a stately old English home (largely built in 1587) which was crying out for enthusiastic owners with the capital to improve it. Fortunately Major and Mrs. E. E. Parke, who had previous successful hotel experience, stepped in, acquired the property and have taken great care in restoring and re-equipping to preserve the best of the past, while installing such modern essentials as private bathrooms and oil-fired central heating. Directions for reaching *Studley Priory* are difficult. It would be best for you to write or telephone—Tel. Stanton St. John 203. As an indication of direction, it lies east of the city and one turns off the A.40 (London road) at the Headington roundabout.

Yet another fascinating old stone-built house is *Weston Manor Hotel*, Weston-on-the-Green, nine miles north-east of Oxford, off the Bicester road. With roots going back into the eleventh century, it is surprising, after such stormy events as the Dissolution of the Monasteries and the later days of Cavaliers and Roundheads, that this once domestic home is still so well preserved.

Its original designers had never envisaged that one day it would become a country-house hotel with 18 bedrooms and 7 private bathrooms. Yet how well the entrance hall with handsome Tudor fire-place, the linenfold panelled Great Hall and Minstrels' Gallery, have blended into an atmosphere of good food and wine, great comfort and cosy warmth.

Oxford, apart from its own attractions, has the advantage of making a centre for the Chilterns, Cotswolds and Thames Valley.

In the latter respect, make special note of the *Riverside Hotel* (formerly Croft House) at Burcot-on-Thames, eight miles from Oxford and five from Abingdon. Standing in 4½ acres of grounds, with terraced lawns running down to the water's edge, here is surely an ideal base for an autumn holiday. The view southwards is over one of the most charming reaches of the Upper Thames, for beyond the lush pasture land is that well-known landmark—Wittenham Clump. This riverside hotel is in the good hands of Mr. and Mrs. Miles Humbert, who some readers will recall at Hotel Tresanton, St. Mawes, Cornwall. With the background of first-class hotel experience, they have done much to transform this pleasant house into an hotel where the accent is on peaceful relaxation, good food and wine. Open all the year, its close proximity to Oxford makes it a useful address to have handy. The telephone number is Clifton Hampden 232.

For those who prefer, if they can get in, to stay in Oxford itself, our choice is the 126-bedroomed *Randolph*, one of the largest and best equipped Trust Houses (tel. 47481) and the smaller 26-bedroomed *Eastgate*, one of the Anchor Group of hotels, which stands at the entrance to the "High" (tel. 44416).

Twenty-three miles north of Oxford will be found *Whately Hall Hotel*, Banbury, a good stepping-off point for those doing some autumnal touring. Within a 30-mile radius stands a galaxy of interest, ranging from Broadway, Blenheim Palace, Broughton Castle, Compton Wynyates, Stratford-on-Avon, Oxford, Wroxton Abbey and Sulgrave Manor. A well-equipped hotel, autumn and winter residents should note, apart from the provision of modern comfort and high catering standards, a more recent wing in which all the beds are heated by thermostatic control. Thus an unaired mattress is an impossibility.

Worcestershire is an equally attractive county for an autumn tour. At Broadway *The Dormy House Hotel* can be recommended. Step within the oak-panelled entrance of this old Cotswold farm-house, and what a warmth and welcome you will receive. How pleasing are the furnishings, soft the lighting and decorative the flowers. What thought has been given to detail, as exemplified in bedroom comfort. Each has a selection of readable books, an ample supply of coat-hangers, hot-water bottles when the need arises; and what lovely views from the windows.

The dining-room, with its oak tables, coloured mats and local pottery, is a fitting complement to the speciality of *The Dormy House*—freshly cooked food. Much care is given to its production, cooking and presentation. In the hotel grounds they grow vegetables, rear ducks and hens (which means fresh eggs), so it is understandable that the hotel is well known locally for duckling dinners.

To find *The Dormy House*, take a side turning at the top of Fish Hill.

The Malvern Hills are one of the many National Trust properties in the British Isles and an October visit to the district is an admirable project. *The Foley Arms* stands in the main street but has a secluded garden and orchard away from the road. Within is everything for comfort—with graceful furnishings, deep and comfortable armchairs, log fires and fresh flowers. It is indeed pleasant to find such a fine example of an English posting-house so closely allied with present-day comfort and amenities.

In the 10 to 12½ guinea range, we would suggest the *Montrose Hotel* in Graham Road, Malvern. It stands in an elevated position above the level road, enjoys wonderful views and is immune from traffic noise. We can vouch for the modern equipment of the bedrooms, the comfort and warmth of the lounges and the good cooking.

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